

SOMETHING NEW & SOMETHING BETTER

THE

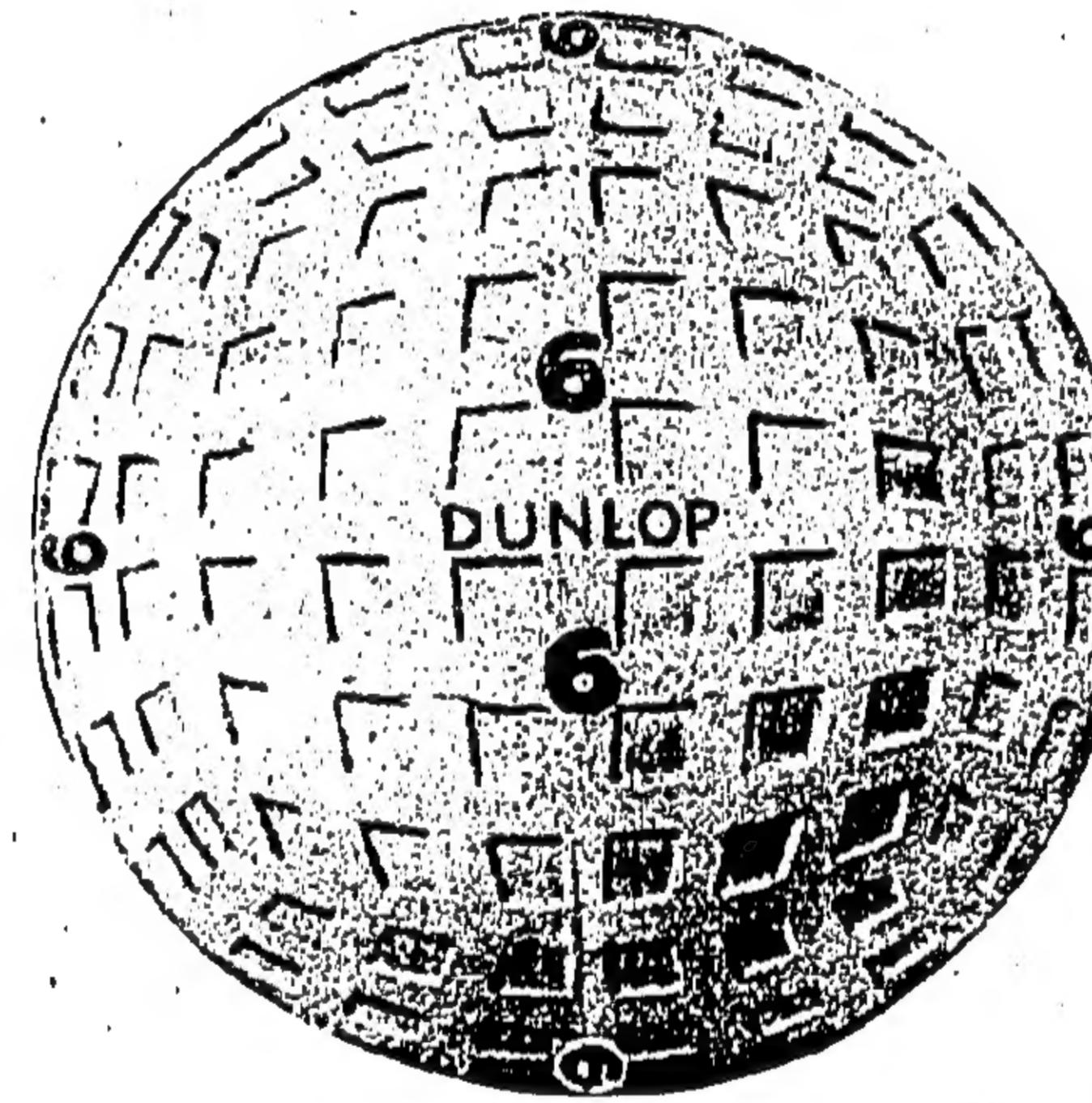
New DUNLOP

IS HERE

This latest DUNLOP ball which was introduced to the public on March 26th was sensationaly successful at the Roehampton Professional Tournament. It was played by Mark Seymour the winner, Fred Robson the runner-up, and in the following amazing individual rounds:

Reg. Whitcombe	(Record)	64
Gus Faulkner		65
T. H. Cotton		67
Fred Robson		67
W. T. Twine		67

In addition to this, the course records were twice broken with this ball, which was played by twelve out of the sixteen who qualified, eleven out of the last twelve and all Semi-finalists.



HONG KONG GOLFERS will be interested to learn of the sensational introduction of the new DUNLOP BALL in Shanghai. In the first two competitions in which this ball was played, both took first place, and it is significant that the only two balls in use in Shanghai were those used in these competitions, each ball having already played three rounds.

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FOOTBALL SEASON OPENS.

Athletic's Easy Win Over Club.

THE ARGYLLS DEFEAT THE POLICE.

R.A.O.B. Score Eleven Goals.

Yesterday the football season opened under ideal conditions, three First Division, Five Second Division, and four Third Division matches being played. Two First Division matches were postponed owing to the Volunteer Sports; otherwise there would have been five First League games.

The Athletic, last year's Champions, played a much-changed team and a particularly new forward line easily defeated the much-fancied Club eleven, who were playing the French International Segalen, by four goals to one. The Argylls won their first match at the expense of the Police by the only goal scored in a very even game, while the Artillery defeated the Senior Service by four goals to two.

Yesterday's standard of play in all divisions, and the keenness shown, speaks well for a very successful season this year.

RESULTS AT A GLANCE.

Division I.

Athletic	4	Club	1
Argylls	1	Police	0
R.A.	4	Navy	2

Division II.

Navy	5	St. Joseph's	1
Athletic	1	University	0
Eastern	4	South China "A"	0
Somersets	5	Club	0
Argylls	2	Kowloon	1

Division III.

R.O.A.C.	11	R.A.S.C.	1
South China "B"	1	Fukien	0
R.E.	3	Somersets	2
Two	1	R.A.F.	0

Division I.

KOWLOON v. ST. JOSEPH'S.

The match between Kowloon and St. Joseph's down on yesterday's programme was postponed owing to the Volunteer Sports.

ATHLETIC v. CLUB.

Athletic: Chan Sek-pui; Leung Yuk-tong, Li Yuk-tat; Li Kok-chiu, Lum Yuk-win (Capt.), Ho Tao-yin; Muk Kwo-tung, Leung Tat-wing, Ho Ka-keung, Lee Yeo-shun, Li Hung-ching.

Club: Rodger; Whipples, Bishop; McBride; Segalen, Watson; Bell, Strange, Goldman, Andy Duncan, Wallington (Capt.).

Referee: Mr. Stokes.

Even Opening.

Punctually on time Mr. Stokes got the teams started, the Club facing the Caroline Hill and against the sun. The opening stages showed that though the Athletic had a comparatively new team out, their forward line was if anything quicker than the old stalwarts of last year.

The Club attacked, Segalen trying a long shot which Chan saved easily. Less than five minutes after the opening game the Athletic forwards made rings around the Club, on whom the hard-paste seemed to be telling, Leung Tat-wing scoring a good goal. The Club still had the upper hand, the Club playing like a beaten team when less than two minutes after the last goal Lee Yee-shun netted another for the Athletic, giving them a three goal lead. The Club then rallied and from a good movement by Segalen, Goldman passed out to Wallington on the wing, who made no mistake and obtained the Club's solitary goal of the match. Half-time arrived with no further score.

Athletic 3; Club 1.

Club's Line Changed.

In the second half the Club changed their line out, Wallington returning to his usual place at back and Whipples going out on the wing. This strengthened the defence but crippled the forward line and the ball was cleared with ease. It was a feeble shot. A free kick followed, and it was taken outside the penalty area, but the Police failed to convert.

Athletic 3; Club 1.

Club's Line Changed.

After a few minutes of fruitless play, the Police made a rush on the domain of the Highlanders, and Pile put in a straight shot from outside right, but the ball fell into the goal's hand and was cleared with ease. It was a feeble shot. A free kick followed, and it was taken outside the penalty area, but the Police failed to convert.

The ball then travelled down to the Police's territory, and Clarke was called upon for the first time.

Pile again proved dangerous,

and after bringing the ball within shooting distance, he shot out

and put the leather nicely outside the goal's mouth, but Durle was there to receive it, and before he

had time to send it away, a scrimmage took place outside his territory and he had to concede a corner to avoid the Police from scoring. It was a good save, and he deserved all the applause he got from his supporters.

The corner kick resulted in nothing, and the ball was sent from end to end until Bentley had it and brought it up to almost the flag post on the left, when he shot out. It was a beautiful try, but the ball landed in Durle's hand and was cleared in a masterful manner.

The whistle for half time was then called.

"Nobby's" Day.

In the second half, the Argylls were seen to be pressing on their opponents' domain, and after a series of stinging shots had been sent in and all saved by Clarke, the ball went to the other end. The Police rallied and Durle was called upon to save many stinging shots. The "Chai Yans," as the Police are called in Chinese, lacked combination, and their forward line, with the exception of the centre-forward and centre-half, and Pile on outside right, was weak.

The "Giles" then got together and sent the leather back to the Police's end as a result of some good dribbling and team work. McQuade then sent in a stinging shot and all Clarke could do was to tip it over the top, thus conceding a corner. From the corner-kick, the Police was again in danger, but Clarke was there and was called upon repeatedly to ward off defeat.

A Sterling Game.

Nobby Clarke, it must be mentioned, played a sterling game, and had it not been for him, the Police would have suffered a greater defeat. It was indeed hard lines on the Highlanders.

The following were the goal scorers in yesterday's football:

1st Division.

Lee Yee-shun (Athletic) 2.
Allen (Royal Artillery) 2.
Ho Ka-keung (Athlete).
Leung Tat-wing (Athlete).
Wallington (Club).
Yeoman (Argylls).
Gill (Royal Artillery).
Moore (Royal Artillery).
Toomey (Navy).
Scorer (Navy).

2nd Division.

Wotton (Navy) 3.
Sabban (Eastern) 3.
Guest (Somersets) 2.
Dennard (Somersets) 2.
King (Argylls) 2.
Leung (St. Joseph's).
Lowden (Navy).
Dyer (Navy).
Latshaw (Somersets).
Moss (Kowloon).
Lee Fong (Athlete).
Mak Hon-san (Eastern).
3rd Division.

Sabban (R.O.A.C.) 7.
Dixon (R.O.A.C.) 2.
Moran (R.O.A.C.).
Wells (R.O.A.C.).
Doyle (R.A.S.C.).
Ng Tim-sat (South China "B").

that they had failed to score up to this time. The team worked like Trojans and with science, but they simply could not penetrate the defence line of the Police.

The first fruit of their endeavours came as the result of a concerted move by the Police's fort, and when the ball was brought to within shooting distance, McGlahean put in a stinger. Clarke stopped it, but a melee outside the goal-post took place and as he had no way out, he tipped the ball over the bar.

Argyll's First Goal.

The corner kick was taken by Henderson, who sent it nicely to about twenty yards away from the goal post. Yeoman headed and the ball just went over Williams' head. Thinking that he had got it, Clarke did not trouble, and before he realised what had happened the ball was inside the net. Thus was the first and only goal scored by the Argylls.

Referee: Gr. Bateman.
High Standard of Play.

This game was played on the Club ground and though it started at three o'clock there was a very good attendance to see the Athletic kick off. The play was of quite a high standard for a second league match.

The feature of the game was the University defence. Davison and Lee played sturdily at left and right back, while Oppenheim was at times brilliant in goal.

The Athletic did most of the attacking, the University forwards only occasionally making breakaways, but so sterling was the defence that at half time there was no score.

In the second half the Athletic pressed even more than before and Lee Fong managed to score the only goal of the match to give Athletic two useful points.

Result:—Chinese Athletic 1;

University 0.

EASTERN v. SOUTH CHINA "A".

Navy forced a corner, but the Gunners cleared. Mid-field play ensued till the R.A. forwards made a fine run, ending with Gill opening the scoring.

Dickinson was doing excellent work for the Navy, his passing and centres being one of the best features of the match. In spite of this, however, the Gunners again netted, Allen scoring with a first time drive. The latter play added another goal just before half-time, giving the R.A. a substantial lead.

Half Time:—R.A. 3, Navy 1.

The Sailors Rally.

Immediately on resuming Moore added a fourth goal for the R.A. from close range. The Gunners continued to press, but the shooting was erratic and did not cause Savage undue worry. The Navy forced play into their opponents' half, and a foul gave them a splendid opportunity, from which Toomey managed to score.

Several minutes after Scorer added another goal for the Navy, with a fine drive. The Sailors were now pressing hard and only the lusty clearing of the Gunners' defence prevented further scoring.

Result:—R.A. 4, Navy 2.

Division II.

NAVY v. ST. JOSEPH'S.

Played at the Stadium, the teams lined up as follows:

Navy:—Candie; Wilson, Robertson; Pope, Thomas, Davis; Lowden, Millet, Dyer, Wotton, Parsons.

St. Joseph's:—C. Rocha; S. A. Rahman, A. Rahim, A. M. Omar, I. Greenberg, O. M. Omar; Ali, Gutierrez, D. Leonard, Bautista, Woe Tong.

Saints Attack.

St. Joseph's kicked off and in the first few minutes of play D. Leonard scored with an easy shot, which Candle misjudged. They kept up the aggressive for a greater part of the first half, the Navy goal having many near escapes.

Shortly before half-time, however, Lowden managed to net for the Navy from a nice centre by Parsons.

Half Time: Navy 1, St. Joseph's 1.

Wotton's Hat Trick.

Upon resuming, the Navy rallied and Wotton put them in the lead with a nice goal—the result of a corner. Shortly afterwards Wotton added two more, completing his hat trick.

St. Joseph's tried hard to equalise and Gutierrez went near on several occasions.

Shortly before the final whistle Dyer noted a fifth for the Sailors.

Result:—Navy 5, St. Joseph's 1.

CHINESE ATHLETIC v. UNIVERSITY.

Chinese Athletic: Lui Kuming; Wang Sul-woo, Wong Sik-ping; Ng Po-ko, Chung Lok-fun, Fung Man-kit, Hui Kim-hung, Hui Yul-fai, Ng Ping-kwong, Lee Fong, Fung Ping-yul.

University: Oppenheim; Havelson, W. Y. Lee; Alvares, S. L. Wong, K. S. Lai; T. Y. Ong, C. Laudah, P. P. Kho, S. Reed, Y. P. Lim.

Referee: Gr. Bateman.

High Standard of Play.

This game was played on the Club ground and though it started at three o'clock there was a very good attendance to see the Athletic kick off. The play was of quite a high standard for a second league match.

The feature of the game was the University defence. Davison and Lee played sturdily at left and right back, while Oppenheim was at times brilliant in goal.

The Athletic did most of the attacking, the University

KING WILLOW HERE AGAIN.

Some Interesting Local Matches Played.

DASHING DISPLAY.

The Fair Sex Battles with the Services.

Cricket came into its own again yesterday, a crop of six matches (not in the League, though) being decided, including a most enjoyable fixture on the Royal Navy ground at King's Park, where a ladies' team played a team composed of officers of the Army and Navy. One hopes that the Fair Sex will take on the game seriously again out here, and then, in a few years, let the Mere Men look to his laurels!

In the pick-up game on the Hong Kong C.C. ground, G. R. More, who will be remembered, especially by the bowlers, as having been here some years ago, signalled his return with a dashing display.

The Combined Schools XI gave a strong Civil Service side a very close run. This speaks volumes for the fine coaching of the cricket masters which should, and we have no doubt will be, kept up, for the benefit of the game locally.

INTER-CLUB MATCH.

An eleven led by A. C. I. Bowker defeated a side captained by T. E. Pearce by 76 runs in the inter-club fixture at the Hong Kong C.C.

A bright batting display by G. R. More for 64 (which included three 6's), was largely responsible for the respectable total of 171 runs for eight wickets, declared, put up by Bowker's XI.

Pearce's team, a rather weaker side on paper, repelled with 95. Several comparatively good averages were returned by the bowlers, amongst the best being Musson's 2 for 8, Bowker's 2 for 9, Chadwick's 2 for 15 (all on winning side) and Beck's 2 for 17. Scores:—

Mr. Bowker's XI.

H. J. Armstrong, c Hughes-

Jones, b Collins 6

E. C. Etherington, c Mac-

kenzie, b Andrew 21

A. H. Musson, c Macfarlane,

b Beck 20

E. R. Duckitt, b Beck 0

J. L. Bonnar, c Planner, b

Collins 22

J. R. Hinton, b Andrew 0

G. R. More, st Pearce, b Reid 64

A. C. I. Bowker, retired 11

J. Chadwick, not out 8

J. Howell, not out 2

Extras 17

Total (for 8 wkt., dec.) 171

W. Harris Walker did not bat.

BOWLING ANALYSIS.

O. M. R. W.

Isley 8 2 15 0

Collins 5 0 50 2

Beck 7 2 17 2

Andrew 4 1 20 2

Reid 10 2 29 1

Macfarlane 2 0 23 0

Mr. Pearce's XI.

J. L. Isley, c Musson, b

Chadwick 6

P. W. J. Planner, b Bonnar, b

Etherington 12

F. Thorogood, b Musson 20

C. H. M. Andrew, b Chadwick 4

J. Macfarlane, c and b Musson 23

W. W. Mackenzie, run out 1

E. J. Collins, b Bowker 11

A. C. Beck, c and b Duckitt 15

G. S. Hugh-Jones, b Bowker 0

T. E. Pearce, not out 4

Extras 8

Total 93

BOWLING ANALYSIS.

O. M. R. W.

Bonnar 5 0 19 1

Chadwick 6 1 15 2

Etherington 5 0 23 1

Musson 8 3 8 2

Howell 3 0 12 0

Bowker 6 2 9 2

Duckitt 2 1 1 1

C.S.C.C. v. COMBINED SCHOOLS.

On the Civil Service ground, the home team defeated the Combined Schools XI by the narrow margin of one wicket.

The students batted first, a feature of their innings being the fine display of two of the Queen's College representatives—A. R. Sufflad and A. R. H. Esmail. The former was top scorer with 30 runs which was the result of some crisp shots all round the wicket. Esmail made 32 runs, during the course of which he hit five fours.

For the Civil Servants, Richardson was the most successful bowler, taking four wickets for 34 runs.

Consistent Batting.

The batting of the home team was fairly consistent, but it was the stout-hearted hitting of Holmes, (who went in rather late and made an invaluable 21) which pulled the game round. With the fall of the last wicket, the C.S.C.C. total was only three runs more than the score put up by the Combined Schools.

Scores:—

Combined Schools.

A. Hunt (Q.C.C.), c & b Kelly 5

A. Prata (D.B.S.), b Wood 8

A. R. H. Esmail (Q.C.C.), b

Macgowan 32

F. R. Zimmern (D.B.S.), run out 1

A. R. Sufflad (Q.C.C.), c Hold-

One man did not bat.

Total (for 9 wkt.) 158

BOWLING ANALYSIS.

O. M. R. W.

Gregory 8 0 23 1

Smith 7 2 26 1

Cavany 6 0 26 3

O. B. Raven 2 0 15 0

Hall 3 1 6 1

A. R. F. Raven 6 1 23 2

Overy 4 1 23 1

Indian R.C. 2ND v. R.E.

The second string of the Indian R.C. defeated the Royal Engineers by 52 runs at Sookumpo.

Bowling for almost sixteen overs at a stretch, Harrison captured six wickets for 36, but the Indians managed to compile 102 runs.

The R.E.'s were dismissed for the paltry score of 50 runs, thanks

chiefly to some remarkable trundling by Sirdar Khan, who accounted for five wickets at a total cost of seven runs. Scores:—

Indian R.C.

M. P. Madar, c Waldron, b

Anstruther 13

J. S. Ackbar, b Harrison 5

S. A. Ismail, c Macdonald, b

Deavall 30

A. S. Sufflad, b Harrison 0

D. Mohamed, b Harrison 2

F. M. el Arculli, b Anstruther 15

A. M. Rumjahn, b Harrison 5

H. T. M. Barma, not out 10

Sirdar Khan, c Mitchell, b

Anstruther 7

T. A. Hamet, st Mitchell, b

Harrison 7

Extras 8

Total 102

BOWLING ANALYSIS.

O. M. R. W.

Anstruther 14 1 52 3

Harrison 15.4 3 36 6

Deavall 2 0 6 1

Royal Engineers.

Q.M.S. Mitchell, c Ackbar, b

Sirdar Khan 4

L/Cpl. Mehan, hi wkt., b A. M.

Rumjahn 1

Sgt. Houghton, c Ackbar, b

A. M. Rumjahn 0

Lt. Anstruther, b A. M.

Rumjahn 13

Sgt. Harrison, c Ackbar, b A. S.

Sufflad 10

Lt. Macdonald, c Hamet, b

Sirdar Khan 5

Spr. Nood, c Mohamed, b Sirdar

Khan 1

S/M Atkinson, b Sirdar Khan 2

Spr. Waldron, not out 0

Extras 9

Total 50

BOWLING ANALYSIS.

O. M. R. W.

A. S. Sufflad 9 6 8 2

A. M. Rumjahn 8 5 8 3

Sirdar Khan 6.1 2 7 5

M. P. Madar 5 0 17 0

Barma 2 0 6 0

UNIVERSITY v. R.A.S.C.

The University 2nd XI trounced

the Royal Army Service Corps to the tune of 76 runs at Pokfulam.

A splendid innings for 58, towards

a total of 144 runs, by H. Nomanbhoy, was a feature of the batting of the Undergraduates. L/Cpl. Macnamara did the most damage for the visitors by taking six wickets for 55.

A. T. Nomanbhoy (5 for 26) was

in fine form with the ball and helped

materially to skittle out the

R.A.S.C. for 68 runs. Scores:—

University 2nd XI.

A. T. Nomanbhoy, b Simpson 1

G. S. Scully, b Macnamara 25

P. N. Nolasco, run out 2

H. Nomanbhoy, b Macnamara 58

K. T. Lake, b Macnamara 41

A. A. Aziz, c Simpson, b Fry 4

R. Leong, c Fry, b Macnamara 12

E. Gosoano, b Macnamara 5

Police v. K.C.C.

At Happy Valley, the Police R.C.

defeated an eleven from the Kowloon C.C. by three wickets.

With the exception of B. G. Baker, who bowled well to take six wickets for 43, the other Police bowlers were fairly expensive. The K.C.C. put up 132 runs, Mead (30) being top scorer.

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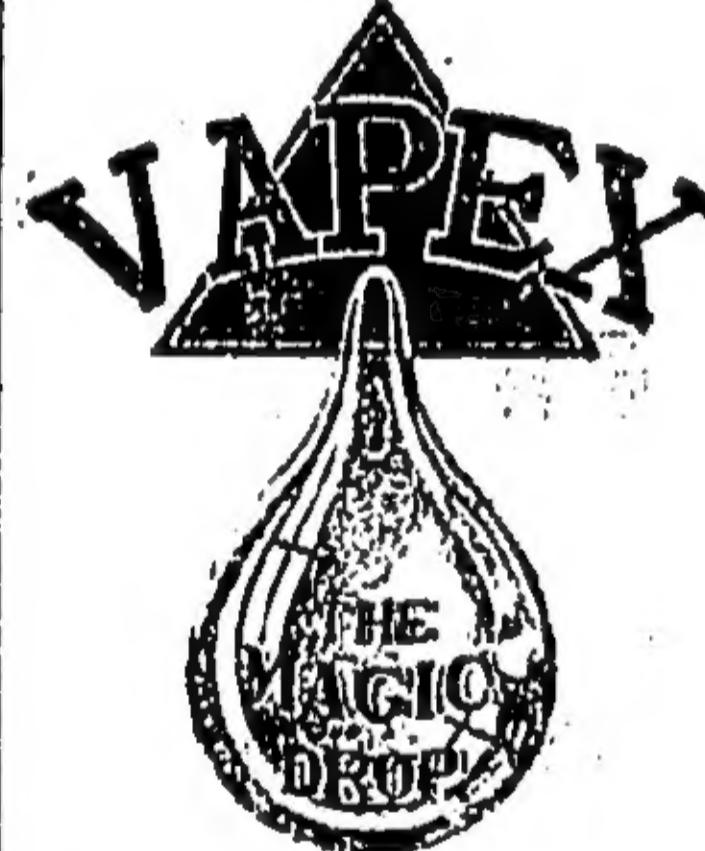
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This week I am publishing a series of articles on opium smuggling. I am reading about a big haul in Singapore last month. The opium problem, of course, concerns more particularly the countries of the Far East, all of which have a body of men variously called Revenue, Excise, or Preventive Officers to cope with the smugglers of the drug. But the mode of punishment of the smugglers differ in all the countries concerned. Even amongst countries in this part of the world which come under British rule there is a big difference between the penalties meted out to smugglers, and it is on this subject that I want to write in these columns. The Singapore haul, which was made on board the Asiatic Petroleum Company's tanker Planorbs, was valued by the Superintendent of the Government Monopoly there at \$24,000. Yet the Chinese donkey-man of the tanker who was convicted in Court there for possession of the opium was fined a paltry \$250 or three months' hard labour in default.

Here in Hong Kong Why Not the maximum \$240,000 penalty—which is Fine? often imposed by our Magistrates—is ten times the value of the opium or 12 months' hard labour, so that if only that donkey-man had been arrested here he would have been ordered to pay \$240,000 in lieu of which he would have gone to jail for one year.

Now, the question which arises in such a comparison is: Which of the two penalties is the more effective?—Or the fact of it, would appear that ours is the best deterrent, but is it?

To my way of thinking, both lenient penalties are not effective. Let us take first the Singapore penalty of \$250 or three months. The penalty is undoubtedly too lenient because few smugglers will be unable to pay \$250 and be glad to do so thinking, no doubt, that they were getting away cheaply at the price, and, as most Chinese love taking a risk they would probably return immediately to the game and perhaps get away with two or three "consignments" worth thousands of dollars before they are unlucky enough to get caught again and pay another \$250.

On the other hand, A Farce! the Hong Kong penalty of a fine of ten times the value of the opium is often a farce. Imagine any

smuggler paying \$240,000 for his liberty. Unless he is a lunatic he would rather be the King's guest for 12 months and then return to the game after his discharge. The result is that our jails are choked full of smugglers and that means a heavy drain on our revenue to feed and clothe them during their captivity. Of course, it might be argued that the expense of the smuggler's keep in jail would come out of the value of the opium seized, but why should we give away any of that money to feed and clothe the smuggler for 12 months? It should be clear revenue, and all the money spent here annually to imprison smugglers could be put to much better use, these bad times.

I am convinced that jail for opium smugglers is no deterrent at all, because in Hong Kong, at least, it is well known that the ring or syndicate which employ the smugglers see to it that a smuggler's family suffer no privation whilst their bread winner is put away. It is an unwritten law in the smuggling game which the capitalists in the game dare not flaunt because the smugglers can and do combine to get redress when one of their number is "double-crossed," and they force the offending capitalist to get out of the "business."

Then, let us consider what is the best penalty for smugglers, because it is obvious that the loss of the opium itself is no punishment—that hits hardest the men who finance the ring behind the scenes and who are never discovered. Every one will agree that the smuggler must be punished, and I suggest that the best punishment is corporal punishment, to be followed by banishment, and a term of imprisonment and more birching for disobedience of the banishment order.

As the laws stand at present in Singapore and Hong Kong, the former under the Indian Code and ours under the Civil Code, Singapore gets more revenue out of their opium seizures than we do, because, besides the value of the opium, they get \$250 which the smuggler pays for his liberty, whereas we get the value of the opium but out of that we have to deduct the expense of keeping the smuggler in jail for 12 months. But the result in the matter of deterring the smugglers is the same—they both fail.

I am convinced that even a whipping would deter the

smuggler, but I think it is well worth trying. My candid opinion is that opium smuggling will never be stamped out as long as there is demand for the drug. Until the Chinese themselves give up opium smoking, we must put up with opium smuggling, as best we can.

While on the subject of opium, I might mention that the local Revenue men have "fished" two more tanks from the bottom of the harbour during the past week. Like the one described in these notes a fortnight ago, these two tanks, which are watertight, were filled with stones. Of course, these tanks are placed in the harbour for some purpose and that purpose is connected with the smuggling of opium.

These tanks are sunk in spots known to smugglers bringing in opium in ships and to their confederates in Hong Kong who go out in small sampans to the stern of the ships as they steam down the harbour. Arrived at the spot where a tank is sunk the opium is thrown overboard from the ships attached to floats to prevent it from sinking.

Those on the sampans immediately seize the opium, but it is dangerous for them to take it ashore immediately. So they "fish" out the tank, empty it of its stones and stuff the opium in and then sink the tank back to the bottom of the harbour. Then the smugglers await a favourable opportunity when the coast is clear and go out, under cover of night, retrieve the opium, replace the stones and again sink the tank ready for another "consignment."

These tanks, are, too wily! of course, not sunk in the inner part of the harbour; the smugglers sink them in the channels off some of the islands in the approach of the harbour where they are less likely to be observed. It speaks well for the vigilance of our Revenue men that they have discovered the smugglers' latest ruse and have already secured three of the tanks, and it is hard lines that on each occasion they have got them when they were not "loaded" with opium.

I am convinced that in order to cope with the smugglers effectively we will soon have to have revenue cutters to cruise our harbour limits. Then, perhaps, the smugglers would use aeroplanes and our Revenue men would have to "take the air" too! Fantastic? Hardly, for such is the march of time.

SUNDAY SALLIES.

There were plenty of Bills but no eos at last Legislative Council meeting.

Thank goodness the authorities haven't gone so far as to tax our imagination.

The proposal to veto wooden staircases in Chinese tenements in future is a very concrete one.

Dame Rumour is having a busy time these days judging by the aimless reports heard on the Police rifle range.

In view of Government's decision to raise more revenue, Amusement Tax should be a red-hot "favourite" (?) at next extra race meeting.

A complaint is made that the interests of the man in the street are too narrow.—But at least they are as wide as a pair of goni posts.

Six golf caddies were fined at Home recently for making false statements, but what can you expect when you consider the company they keep in their professional capacity?

Thirteen is not always an unlucky number.—Thirteen pupils of the Kowloon Junior British School have all passed the preparatory division of the Royal Drawing Society.

A young man estimates that he will now only have to smoke another couple of million cigarettes before he will have enough coupons to furnish a house sufficiently to get married.—That is, of course, provided that he does not expire through heart-strain caused by over-smoking.

The Chinese who carried wounded birds on a string was on a string himself when he was fined \$20.

A rather "heady" notice displayed in a hairdressers' window: "We need your head to run our business."

We're not likely to get much amusement out of the Amusement Tax.—There'll be plenty of "talkie" about it, however.

Scots stories, declares a lecturer, should be banned for at least ten years.—We deplore this attempt to shove Aberdeen off the map.

A tactful guest who had an alleged hot bath described it to his host as exhilarating.—He succeeded in keeping out of hot water in more ways than one.

The question is being asked as to whether the modern youth in Hong Kong is afraid of marriage; but the trouble is that he is too often afraid of what he has got to marry.

The keynote of the majority of the P.W.D. Estimates for 1931 is "urgently needed" and "very necessary."—Thus does the public money peter out and new taxes have to be imposed.

To-day's highly improbable story: There was a certain Hong Kong holiday-maker, and she wrote from Home: "We are not having a rippling time here, and the weather isn't lovely, and the cross you see on the other side marks the house where we are not staying."

THE HONG KONG
PENINSULA HOTEL;
HONG KONG HOTEL; REPULSE BAY HOTEL;
PEAK HOTEL.

AND
SHANGHAI
ASTOR HOUSE HOTEL; PALACE HOTEL,
HOTELS
LIMITED.

In association with the Grand Hotel des Wagons Lits, Peking.

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Tel. 57120. — Kowloon — Cables "Termotel."
PRIVATE RESIDENTIAL HOTEL—FINE SITUATION
UNEXCELLED CUISINE.

Most Moderate Terms.
Now under the personal supervision of the proprietors.

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23-25, NATHAN ROAD, KOWLOON

UNDER EUROPEAN MANAGEMENT
EXCELLENT CUISINE—MODERN APARTMENTS,
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THREE MINUTES FROM FERRY.

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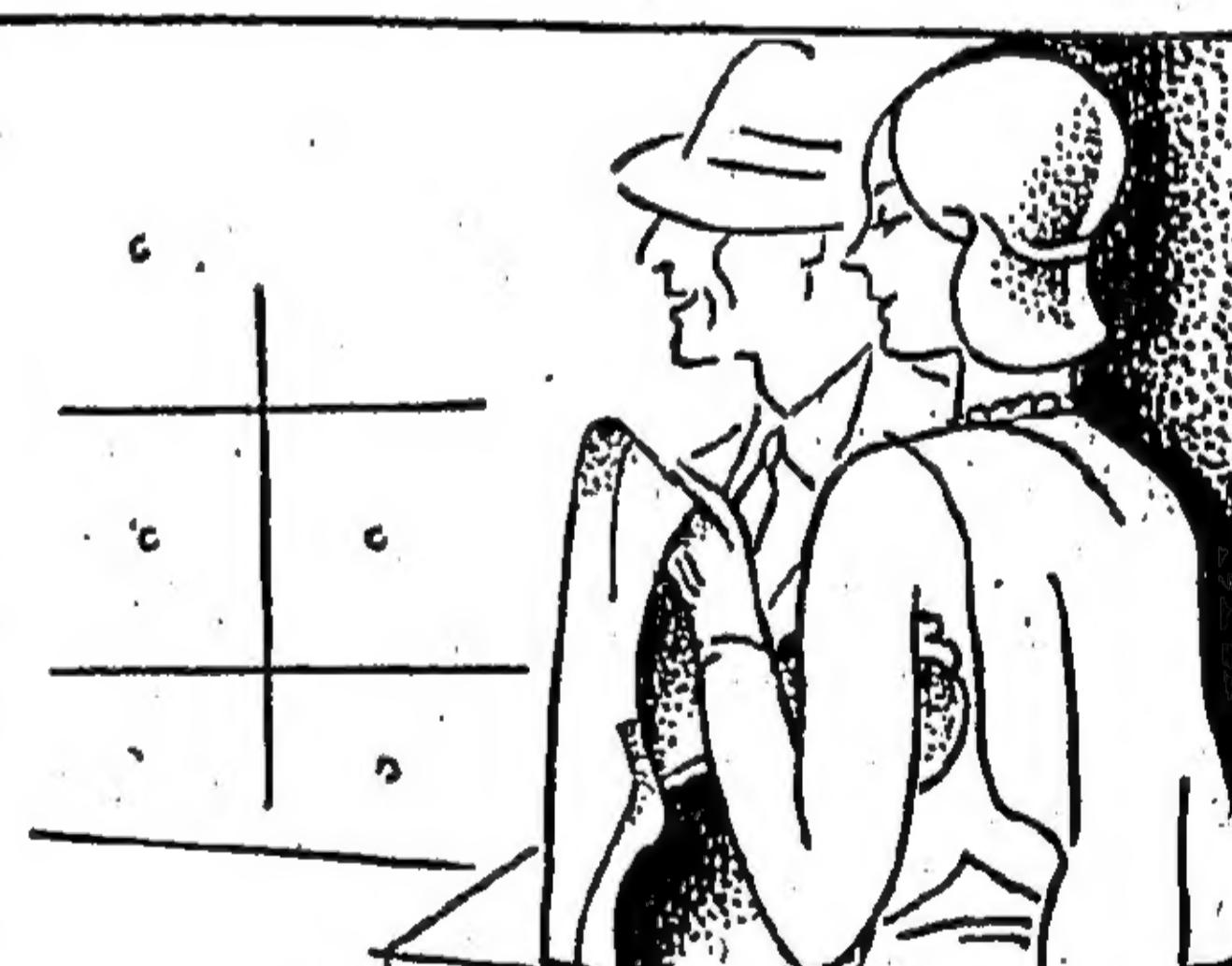
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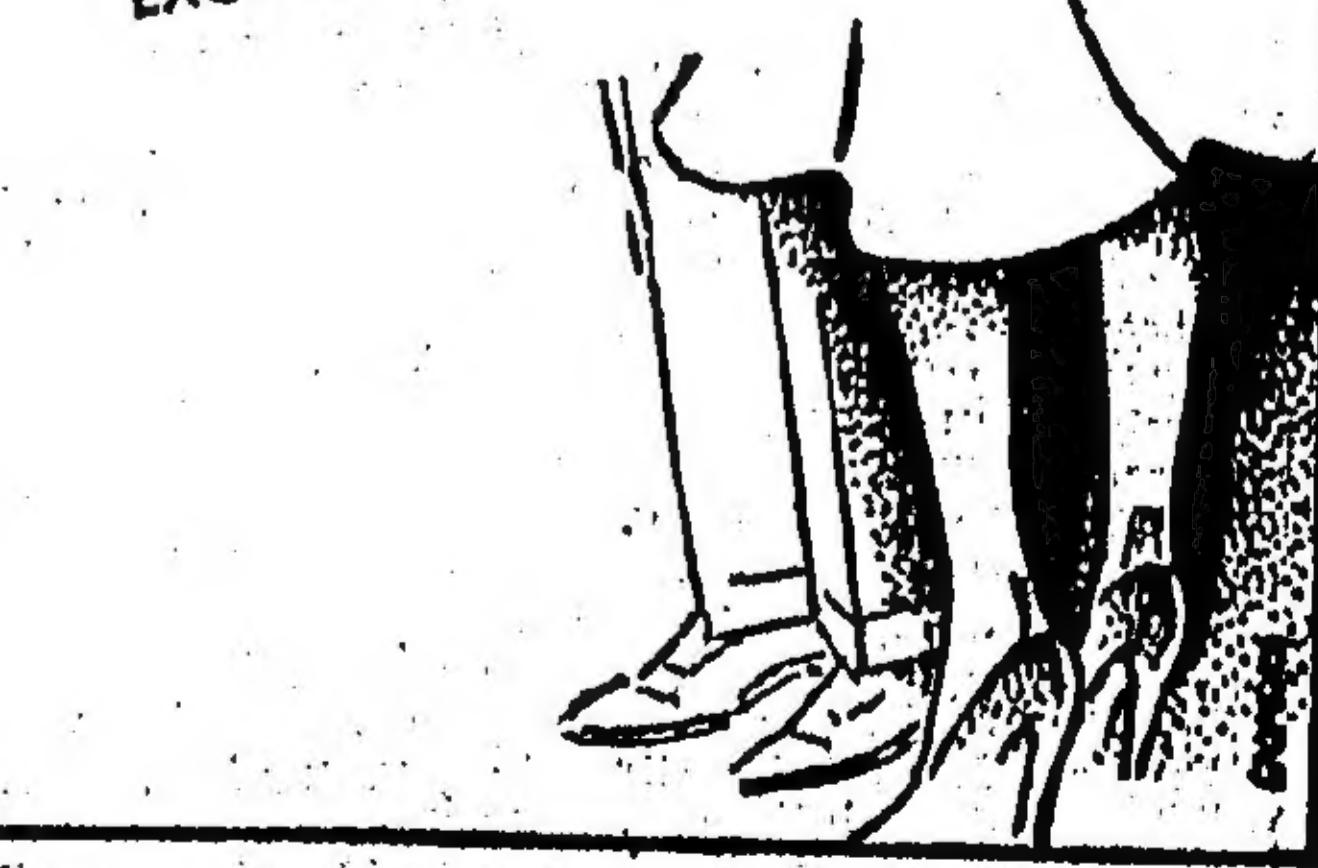
NEW PRINTED HOURI COATS AND KIMONOS
AT THE
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Choose pure silk hosiery that is lovely BUT THAT DOES NOT WEAR and you are needlessly extravagant. The new Holeproof Hosiery combines alluring beauty...the smartest styles... EXCEPTIONAL wear, yet costs no more!



HOLEPROOF HOSE

MOVIELAND

ENTERTAINMENTS

OF HONG KONG.

MOVIELAND.

The Week's Films at a Glance.

QUEEN'S THEATRE.

(Daily at 2.30, 5.10, 7.15 & 9.20.) To-day and to-morrow:—The last two days' screenings of "Redemption," with John Gilbert, Renée Adoree, Conrad Nagel and Eleanor Boardman in "Loy of Tolstoy" tense drama.

Tuesday and Wednesday:—"The Air Circus," a thrilling drama of the air, with David Rollins, Arthur Lake and Sue Carol. From Thursday:—"Sunny Side Up," the screen's first all talking, singing, dancing, musical comedy featuring Janet Gaynor and Charles Farrell.

STAR THEATRE.

Daily at 5.30 & 9.20. Special Matinee Saturday and Sunday at 2.30.

To-day and to-morrow:—Norma Shearer and Lew Cody in a rollicking farce of love and laughter, "The Demi-Bride".

Tuesday and Wednesday:—Adolphe Menjou, Virginia Valli, Noah Beery and Louise Brooks in "Evening Clothes," a sparkling French farce told with startling flashes of humour.

Thursday to Saturday:—"Modern Love" featuring Charlie Chase, Jean Hersholt and Kathryn Crawford. A picture that is laugh crammed.

WORLD THEATRE.

Daily at 2.30, 5.15, 7.15 & 9.20. Interpreter at all performances.

To-day to Wednesday:—"The Chinese drama:—"Two Butters."

Thursday to Saturday:—Buster Keaton in the greatest prize-fight comedy screened, "Battling Butler" with Sally O'Neill.

"THE AIR CIRCUS."

A New Theme in Movie Fare.

QUEEN'S ATTRACTION.

A pictorial gem, brand new in theme, and all that any film patron could ask for in the way of thrills and sterling entertainment, "The Air Circus" is the feature attraction on Tuesday and Wednesday at the Queen's Theatre.

This Fox film is superb entertainment. It takes the moviegoer up in the clouds—makes him forget that he's looking at a screen, and gives the sensation of actually riding in plane. More than 75 per cent. of the picture is made off the ground.

The theme of the story concerns two young men who leave their home in the country town to take up flying on the Pacific Coast. One, David Rollins, whose brother gave his life overseas to save the owner of the aviation school, where the boys go to study, from death by an enemy

SCREEN SWEETHEARTS BLAZE NEW PATHS IN MUSICAL COMEDY FILM.

Janet Gaynor and Charles Farrell, perhaps the most popular of all screen sweethearts, not only talk in "Sunny Side Up," original Fox movietone musical comedy by De Sylva, Brown and Henderson, but also sing and dance in a manner which marks them as outstanding performers in this field as they were in silent pictures.

Miss Gaynor has studied voice culture ever since she first entered pictures, a little over three years ago. To sing always has been one of her greatest ambitions, she confessed recently, and ever since signing a long term contract with Fox she has filled in much of her spare studying voice.

Consequently, when the development of audible pictures attained their tremendous popularity, the little star was well equipped to step before a microphone and talk or sing with the best of them. Unlike so many of the former silent screen favourites, who have passed into oblivion with the new era, Miss Gaynor has attained even greater heights through the use of her voice.

She sings several songs in "Sunny Side Up" which will be seen and heard on the screen of the Queen's Theatre soon, all written especially for her by the highly successful song writing combination of De Sylva, Brown and Henderson. She also displays real ability as a solo dancer in one number.

Farrell, who was on the stage before pictures reached out and claimed him for their own, has a highly pleasing baritone voice which he has developed during the last two years under the tutelage of the best teachers money could employ.

Consequently, it will be an entirely different Janet Gaynor and Charles Farrell who make their debut here soon in "Sunny Side Up."

They are surrounded by a cast that includes Sharon Lynn, Marjorie White, Frank Richardson and El Brendel, as well as a chorus of 100. David Butler, who wrote and directed the story for "Fox Movietone Follies," directed this production. Seymour Felix, noted dance director staged the ensembles and song numbers.

POPULAR BRITISH ACTOR JOINS M-G-M.

Raymond Milland, one of England's most popular leading men, who also has appeared in British International Films, has arrived at Hollywood, where he has joined the Metro-Goldwyn-Mayer studio.

plane, logically should develop into a competent flier for his interest centres in flying. However, he develops into a dud, so to speak, showing an ever growing fear of the air. The other lad, a daredevil, whose interest centres in sky travel rather than learning the mechanics of flying on the ground work, flies rings around Rollins, though they both have the same teacher—Sue Carol. Many really thrilling events occur before the final fade out.

LAST 2 DAYS

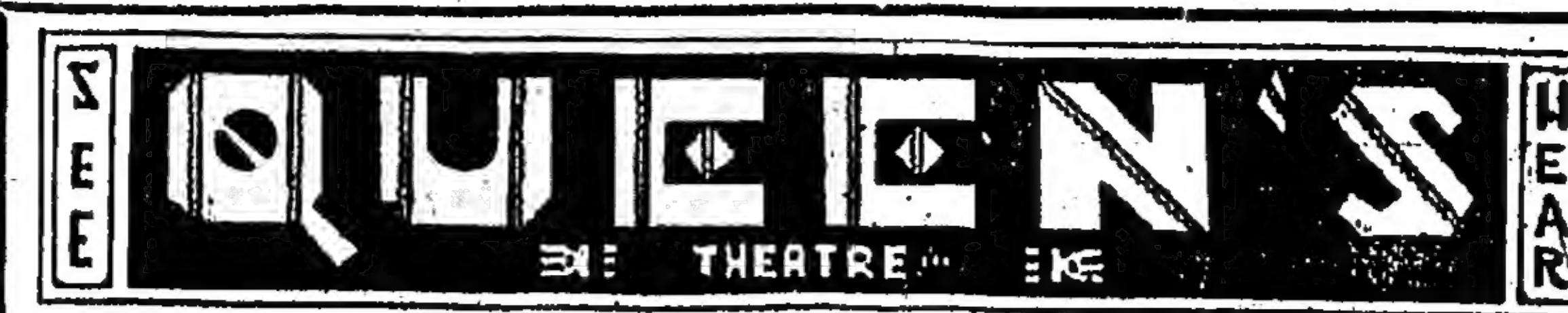
JOHN GILBERT

In a magnificent drama of conflicting loves . . . his finest role

Redemption

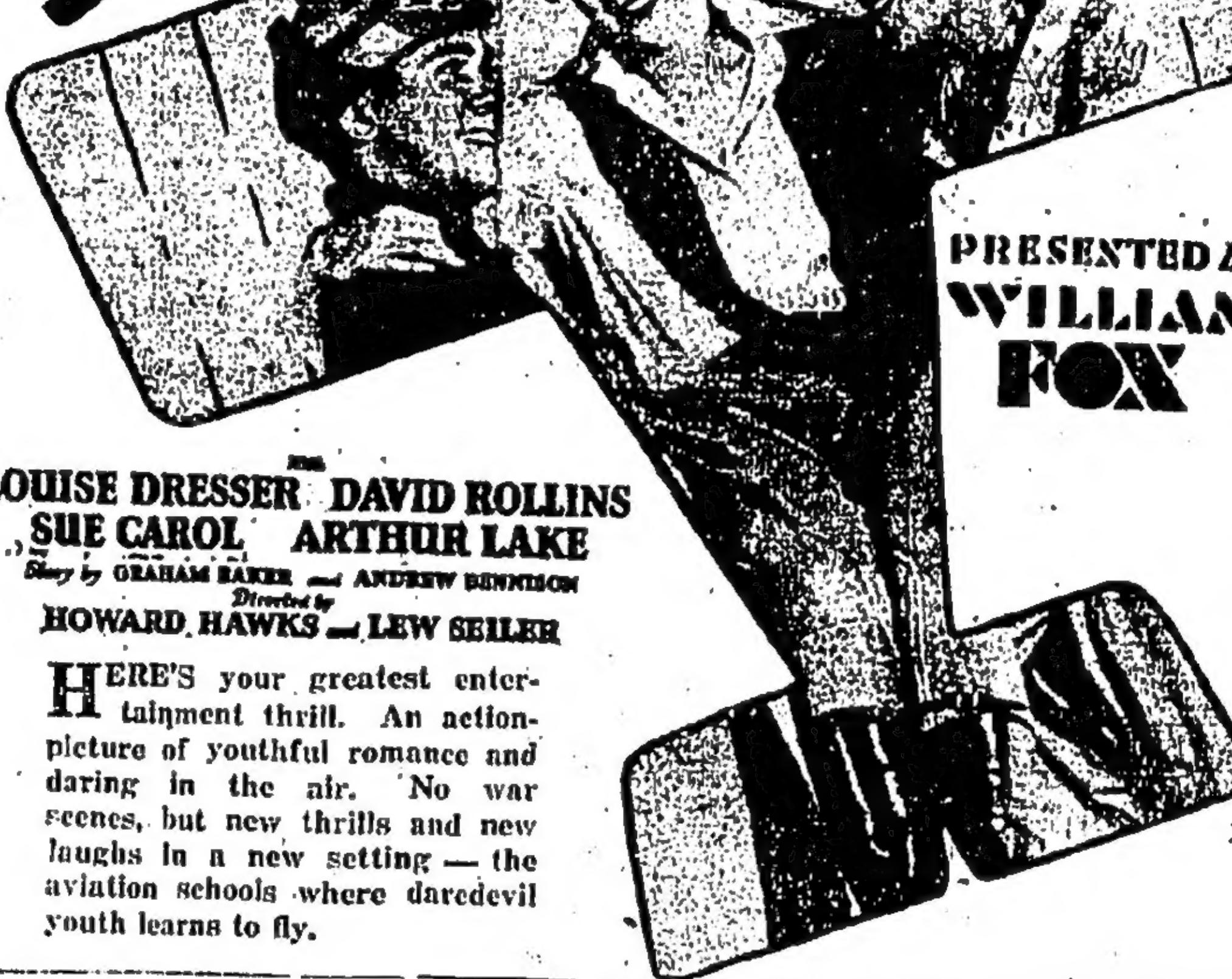
FRED NIBLO'S production with Renée Adoree, Conrad Nagel, Eleanor Boardman

AT THE QUEEN'S



TUESDAY & WEDNESDAY

THE AIR CIRCUS



PRESENTED BY
WILLIAM FOX

LOUISE DRESSER DAVID ROLLINS
SUE CAROL ARTHUR LAKE

Story by GRAHAM BAKER and ANDREW BENSON
Directed by HOWARD HAWKS and LEW SENLER

HERE'S your greatest entertainment thrill. An action-picture of youthful romance and daring in the air. No war scenes, but new thrills and new laughs in a new setting—the aviation schools where daredevil youth learns to fly.

FROM THURSDAY

A Glorification
of Youth, Melody
and Romance!

The stars of "7th Heaven" and "Street Angel" in their first big musical comedy—singing for the first time on the screen!

This gorgeous musical entertainment is the supreme achievement of stage and screen!

Songs, story and dialogue by DE SYLVA, BROWN and HENDERSON.

SUNNY SIDE UP

FOX MOVIEZONE'S
Greatest Musical
Comedy Triumph

WITH JANET GAYNOR &
CHARLES FARRELL
Sharon Lynn, Marjorie White,
Frank Richardson, El Brendel

All Singing, Talking and Dancing
Directed by DAVID BUTLER
Dances staged by SEYMOUR FELIX
presented by WILLIAM FOX

THE DEMI-BRIDE

To-day's Rolllicking Farce at Star.

The frequent appearance of Norma Shearer and Lew Cody in the same pictures is rapidly giving them fame as a team of screen stars hard to beat for comedy.

Last year they gave picturegoers "A Slave of Fashion" which proved one of the most popular successes of the season. Then they appeared together in "His Secret," Lew as the first half and Norma as the last word of the title.

The success of this comedy is history. And now to-day comes "The Demi-Bride," another Metro-Goldwyn-Mayer comedy, starring Norma Shearer with Lew Cody. "The Demi-Bride" is a French farce from the pen of F. Hugh Herbert, a distinguished British writer, and Florence Ryerson, the well known scenarist.

Norma has the role of a bouncy and mischievous French school girl. Cody, of course, is the man, and Carmel Myers the stepmother. Other members of the cast are Dorothy Sebastian, Lionel Belmore, Tene Holtz and Nora Cecil. The picture was directed by Robert Z. Leonard. It will be screened until to-morrow.

FRENCH FARCE

"Evening Clothes" At The Star Tuesday.

Unusual situations, charming romance and plenty of comedy are to be found in Adolphe Menjou's sparkling new picture, "Evening Clothes," which is being screened at the Star Theatre on Tuesday and Wednesday. The opening scenes show Menjou as a bearded nobleman who marries a gay Parisian girl. He soon realises that his wife can never care for the rustic things that have always been his chief interest in life, and he lets her go on their wedding day. He himself goes to Paris hoping that by becoming a man-about-town he may finally win her back. Owing to his reckless pleasures and his frivolous exploits, capably filmed, he soon becomes the idol of society, but his plan fails—his wife still holds aloof. Finally he goes crash and his creditors, in a divertingly funny scene, seize all his possessions except one suit of evening clothes. The spectacle of Menjou, without a cent, still keeping up appearances by means of his dress suit, is delightfully amusing. One comical scrape follows another, including a lavish dinner at an expensive restaurant with an equally impudent friend, until the surprise climax brings the picture to a happy conclusion. Virginia Valli, Noah Beery and Louise Brooks head the strong supporting cast.

BOOK
YOUR SEATS
NOW!
for
"SUNNY SIDE UP"

COMING ATTRACTIONS

BISHOP MURDER CASE

A Tense Screen Thriller from the hit novel by Van Dine. Featuring Basil Rathbone, Lella Hyams.

A LADY TO LOVE

VILMA BANKY'S all talking drama of the conflict between youth and age.

IT'S A GREAT LIFE

THE DUNCAN SISTERS and LAWRENCE GREY. In a delightful story of vaudeville.

THE GIRL SAID, "NO"

WILLIAM HAINES'S ROLLICKING FARCE

THE ROGUE SONG

LAWRENCE TIBBETT. In the greatest song picture made ALL IN TECHNICOLOUR

WATCH FOR OPENING DATES.

KEATON AT THE WORLD.

Although a story of love and the prize ring in which pretty girls and cauliflower-eared gents vie for the spotlight, Buster himself blossoms forth as a workable Beau Brummel—a glass of fashion and mould of form. He is a wealthy young idler, the Alpha and Omega of laziness, surrounded by servants, Rolls-Royces and indulgent relatives. Fate, in the shape of Kid Cupid, makes a pugilist out of him—but even in the ring he's required to "dress like a gentleman."

In most of his previous pictures Buster hasn't had to worry about costume changes. A panceau hat, old shoes, trousers, coat and shirt—and he was all set for several weeks' work before the camera. The comedy star's wardrobe in "Battling Butler," however, consists of more than forty suits, a dozen pair of shoes, dressing gowns, scores of hats, shirts, scarfs, spats, in fact, so much "junk," Buster explains, that he required the services of a valet to get himself rigged up each day.

In his dual capacity of star-director, Keaton made the picture under the Joseph M. Schenck banner for Metro-Goldwyn release, with a supporting cast including Sally O'Neill, one of the Wampas stars; Smitz Edwards, Francis McDonald; Tom Wilson, noted character actor, old time prize-fighter and trainer of champions, such as Bob Fitzsimmons; Eddie Borden, Mary O'Brien, Walter James and Buddy Fine.

"Battling Butler," showing from Thursday to Saturday at the World Theatre, marks the first effort of Keaton's new "gag" men.

COMEDY ABOUT MARRIAGE.

An exuberantly funny marriage-life comedy is due on the screen of the Star Theatre on Thursday when "Modern Love," a Universal feature made with Jean Hersholt in the leading role, supported by Charley Chase and Kathryn Crawford will be presented.

Beatrice Van wrote the story as a delicious satire on fifty-fifty marriage and the modern trend of separate establishments for husband and wife, with the bride holding on to her job after marriage. The author does not attempt to preach a sermon or draw any lessons, but confines herself to the building up of a story showing the funny complications that could happen under such an arrangement. With Charley Chase as the bridegroom, Kathryn Crawford as the bride and Jean Hersholt as a French modist associated with the girl in her dress designing activities, the situations have been worked out to the limit of their amusing possibilities.

Arch B. Heath directed the picture. He is a veteran in the handling of comedy situations, ample proof of which is said to be given in the humorous development of "Modern Love." This is Charley Chase's first feature comedy. He is perfect as the harassed bridegroom. Edward Martindel also has an important role in the production.

ADDED STAGE PLAY ATTRACTION
TO-DAY & TO-MORROW at 5.30 & 7.20 p.m.
Miss DOT FAYE and
HER MERRY MADCAPS.
In Snappy Dance Numbers.

Majestic
THEATRE
NATHAN ROAD, KOWLOON
DAILY AT 2.30, 5.30, 7.20 & 9.20 P.M.

ADDED STAGE PLAY ATTRACTION
TO-DAY & TO-MORROW at 5.30 & 7.20 p.m.
Miss DOT FAYE and
HER MERRY MADCAPS
In Latest Song Hits.

TO-DAY TO TUESDAY.
SPECTACULAR! ROMANTIC!



WEDNESDAY & THURSDAY.



JACK HOLT.
In Zane Grey Story.

TO-DAY TO TUESDAY.

Jack Holt is back again in Zane Grey's "The Vanishing Pioneer." This new will be greeted by popular acclaim by fans of both author and star. Paramount has brought them back together in "The Vanishing Pioneer" which opens to-day at the Majestic Theatre, Kowloon.

Fans will remember Jack Holt in such successes from the pen of Zane Grey including, "Light of the Western Stars," "The Thundering Herd," "Born to the West," and others. All these, of course, were produced by Paramount, and in reuniting Zane Grey and Jack Holt, Paramount has, and will gladden the heart of many a movie fan.

"The Vanishing Pioneer" is the latest Zane Grey production starring Jack Holt. Fans also will be glad to have the opportunity of witnessing a father and son both in the same production. We refer to young Tim Holt, son of the star, and who is 7 years old. For the time he is privileged to act with his illustrious father, he does very well.

The supporting cast is excellent. William Powell, the suave villain, has a leading and important part. Also Fred Kohler, the snorting one, who has brought fame to himself with George Bancroft, does an effective piece of work. Sally Blane, one of the prettiest feminine attractions on the screen plays opposite Jack Holt. Others in the cast are Guy Oliver, Roscoe Karns and Marcia Mannon.

DANCING GIRLS.
See and Hear Them at Majestic.

There is a new candidate for stardom on the musical comedy stage.

She is none other than Alice White, the peppy little First National star who has never been on the speaking stage; but who is a great success as a song-and-dance artist in her latest picture, "Broadway Babies," which comes to the Majestic Theatre on Friday.

Miss White, formerly a stenographer, studied singing and dancing with a vim when the talking pictures came in. As a result she was cast as the star in this picture, which is a Vitaphone story of the Great White Way. The little star portrays a musical comedy favourite in the picture, and her singing and dancing surprised even the motion picture executives when the picture started.

"Broadway Babies," was adapted from Jay Gelsor's story, "Broadway Musketeers," and deals with the adventures of three little dancing girls on Broadway. Sally Ellers and Marlon "Peanuts" Byron play the other two girls, while Charles Delaney is the leading man in the role of stage manager.

Mervyn LeRoy directed "Broadway Babies," and the big cast includes Fred Kohler, Louis Nathenoux, Bud Rosing, Jocelyn Lee, Tom Dugan, Maurice Black, Henry Otto and many others.

"Broadway Babies" is a singing, talking and dancing picture with all the romance and glamour of backstage life on Broadway, and offers Miss White a splendid vehicle for her first singing, dancing and talking picture.

HARDSHIPS FACED.
To Produce Western Film.

Hardships less perilous but just as real as those endured by those who blazed the trail for them in '61 were encountered by the people who made up the covered wagon caravan in Paramount's Zane Grey western epic "The Vanishing Pioneer." The wagon train scenes were taken on a wind swept stretch of desert in Southern Utah called Hurricane.

On the days that members of the unit, headed by Jack Holt, worked at Hurricane it was bitterly cold. Although it was in early April, and fruit trees were in bloom just a mile away, the sage dotted desert where the motion picture people worked was swept by an icy wind. The wind numbed the fingers of the cameraman and kicked up sand which blinded them at times. It whined through the canvas tops of the covered wagons and chilled the drivers and their passengers to the bone.

Imbued by the same spirit that had carried the early settlers through similar situations which had the added mental hazard of great danger, the wagoneers moved steadily onward while the camera continued to click.

The sun was just peeping up over the edge of the weirdly coloured rock cliffs which sprawl in grotesquely picturesque fashion over that section of the country when the film unit started work at Hurricane in the mornings. In spite of numbed fingers, wind and blind eyes, and painfully chapped frost, there was no let-up, except the time necessary to eat cold box lunches, in the day's work until the sun had vanished behind the western cliffs.

Drivers of the fifty covered wagons which made up the train were practically all natives of the region. Their wives and children were their passengers. Not a word of complaint did they utter during the trying day's work, for they are of true pioneer stock. The picture is now showing at the Majestic Theatre, Kowloon.

FATHER AND SON.

Seven year old Tim Holt reverses the usual procedure of following in his father's footsteps by preceding his dad, Jack Holt, in Paramount's Zane Grey picture "The Vanishing Pioneer" now showing at the Majestic Theatre. In other words Tim plays the part of his father at the age of seven years.

Holt senior plays a dual role himself. In the opening sequences or prologue of the picture he is Anthony Ballard, a leader of pioneers. It is during these sequences that young Tim Holt takes the part of John Ballard, Anthony's son. In the picture proper Jack Holt is John Ballard, still a leader of the men who conquered the old West.

Many of the scenes of this Zane Grey picture were filmed in Zion National Park. The United States Government promised the film company every co-operation.

"The Vanishing Pioneer" company made its location camp in an alfalfa field adjoining the school house. This school house also serves as a church and a social hall, and is the centre of all the social life of the 200 people in the little pioneer settlement.

John Waters, director of "Forlorn River," "The Mysterious Rider," "Drums of the Desert," "Arizona Bound" and Beau Sabreur" directed the picture. Sally Blane, Holt's leading lady in the picture, was introduced. Dave Donnett, one of the pioneers of Rockville, acted as master of ceremonies.

"The Vanishing Pioneer" com-

IN SCHOOL ROOM.
Holt Thrills Mountain Pioneers.

Making a personal appearance at a weekly motion picture show given in the school house at Rockville, Utah, a tiny trading post eight miles from Zion National Park, was one of the interesting experiences Jack Holt had recently while on location with the Paramount company filming Zane Grey's "The Vanishing Pioneer," which opens to-day at the Majestic Theatre, Kowloon.

A sheet stretched across a wall of the school room served as a screen. The regular Monday night visit of a travelling projectionist is one of the big events in Rockville and 200 people turned out the night Holt was introduced. Sally Blane, Holt's leading lady in the picture, was introduced. Dave Donnett, one of the pioneers of Rockville, acted as master of ceremonies.

"The Vanishing Pioneer" com-

pany made its location camp in an alfalfa field adjoining the school house. This school house also serves as a church and a social hall, and is the centre of all the social life of the 200 people in the little pioneer settlement.

John Waters, director of "The Vanishing Pioneer." In addition to Miss Blane, William Powell and Fred Kohler have strong supporting roles. Nine year old Tim Holt, Jack's son, has a good part in the picture's prologue.

TRUE COLOUR PICTURISED.

True colour values of the scenic wonderland in and near Zion National Park, Utah, are reproduced in Zane Grey's "The Vanishing Pioneer," the Paramount picture

"BROADWAY BABIES"
Gives Alice White Her Greatest Role.

Alice White, First National Vitaphone star, wins new honours in her latest starring vehicle, "Broadway Babies," which comes to the Majestic Theatre, Kowloon, on Friday.

Miss White, who has advanced rapidly since entering pictures two years ago, has the finest vehicle of her career in this picture, the story of a dancing girl on Gay Broadway. Intimate scenes of theatrical life in theatrical boarding houses, rehearsal halls, and on the stage of a big Broadway theatre, are shown in sight and sound.

Mervyn LeRoy directed this picture, which is one hundred percent talking, singing and dancing. Charles Delaney plays opposite the star, and Sally Ellers and Marlon Byron are the leads.

"They work hard and are ambitious to get ahead, and are as square and fair as the average run of humanity," declares Miss White. "I have gotten much pleasure out of my show girl roles and never more than in 'Broadway Babies' where I play a dancing and singing girl in big chorus on Broadway."

"Broadway Babies" is the story of three young hoopers, the other two being played by Sally Ellers and Marlon Byron. The picture was adapted from Jay Gelsor's story, "Broadway Musketeers," and was directed by Mervyn LeRoy, who was formerly on the Broadway and musical comedy stage.

Charles Delaney plays opposite Miss White, and the big cast is headed by Will Rosing, Louis Nathenoux, Tommy Dugan and Gus Kohler.

COMMENCING FRIDAY, 10TH.

ALICE WHITE

Talking! Singing! Dancing! Leading a Chorus of Fancy Steppers in

"BROADWAY BABIES"

Melody

that sets your feet a-stepping

Drama

that sets your heart a-thumping

A \$5.50 Broadway musical comedy!

200 gorgeous dancing girls.

Chorus of 200 voices!

Three new song hits that are the rage of the age!

Thrilling gang war!

Behind the scenes thrills!

Sumptuous night club scenes!

Gay dance ensembles!

Hear her sing "Broadway Baby Dolls," "Jig, Jig, Jig — aloo" and "Wishing and waiting For Love" all.

CHORUS GIRLS.

"Broadway Babies" Shows Their Life.

What kind of people are chorus girls, anyway?

It's a question that has been asked for years, ever since "The Black Crook" startled the natives of New York with wide expanses of stocking-clad limbs—the first time such indiscretions had been permitted in a reputable theatre.

Miss White, who plays a show girl in her latest First National Vitaphone picture, "Broadway Babies," coming to the Majestic Theatre on Friday, says they are just like ordinary folks who don't happen to live and move and have their being in the glare of the footlights and in the glitter and glamour of the theatrical world.

"They work hard and are ambitious to get ahead, and are as square and fair as the average run of humanity," declares Miss White. "I have gotten much pleasure out of my show girl roles and never more than in 'Broadway Babies' where I play a dancing and singing girl in big chorus on Broadway."

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PARK YOUR
MOTOR CAR
IN
JEROV'S ST.

CENTRAL THEATRE

Paramount's Sound Pictures

QUEEN'S RD.
BUSES
STOP AT
THE THEATRE

"STREET GIRL"

CLOSES RUN HERE TO-DAY.

Betty Compson's talent with the violin is one of the interesting features of the all-talking, all-musical Radio Picture, "Street Girl," the feature attraction which ends a run to-day at the Central Theatre.

It is worthy of note that it was her ability as a violinist which launched Miss Compson on a theatrical career when she was a school girl in Salt Lake City, Utah.

Supporting Miss Compson in "Street Girl," a tuneful romance of New York's "Little Hungary," are John Harron, Jack Oakie, Ned Sparks, Joseph Cawthorn, Ivan Lebedeff and Guy Buccola support Miss Compson in the gay little romance of New York's "Little Hungary," which Wesley Ruggles directed.

In addition to "My Dream Memory," other original songs heard in the Radio Picture include "Loveable and Sweet," "Broken Up Tune" and "The Prince of Good Fellows," pieces written directly for "Street Girl" by Oscar Levant and Sydney Clare, famous Broadway composers.

The many entertaining features of "Street Girl" include the tuneful rendition of Gus Arnhem's Coconut Grove Ambassadors; the vocal numbers of Raymond Muriel, operatic baritone; the dance numbers of Doris Eaton, musical comedy star, and a Hollywood beauty chorus; and four original songs by Oscar Levant and Sydney Clare, famous Broadway song writing team.

TO-DAY ONLY
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CLARA BOW Strutting "It"!	EVELYN BRENT Slapping her puppy!
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RUTH CHATTERTON Stirring your heart!	MAURICE CHEVALIER Poufing the poufs!
GARY COOPER Speaking his love!	LEON ERROL "Dying" to meet you!
SKEETS GALLAGHER Starting the fun!	HARRY GREEN Isadore the Toreador!
HELEN KANE Hooping a new doop!	DENNIS KING Singing—and how!
ABE LYMAN — and His Band!	JACK OAKIE Okay-ing the party!
ZELMA O'NEAL "Wrassling" with Oakie!	WILLIAM POWELL Solving your troubles!
BUDDY ROGERS Crooning and June-ing!	AND MORE!

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SCENES IN "PARAMOUNT ON PARADE"

Showgirls on Parade.—Here is a gorgeous technicolour spectacle with scores of beautiful chorus and show girls and a platoon of dancing Publix usher. To the tune of the lively dance hit, "Paramount on Parade," written by Eddie Janis and Jack King.

Opening Titles.—Dazzling discloses including studio scenes and eccentric toe-dancing by Mitzi Mayfair.

Introduction.—Jack Oakie, Skeets Gallagher and Leon Errol start the show to the music of "We're the

Masters of Ceremony," written by Ballard MacDonald and Dave Dreyer.

Love Time.—Charles (Buddy) Rogers and Lillian Roth, with a boy-and-girl-chorus on a Cuckoo Clock set. Singing "Any Time's the Time to Fall in Love," written by Eddie Janis and Jack King.

Origin of the Apache.—Maurice Chevalier and Evelyn Brent prove that the Apache dance originated in a bedroom. Directed by Ernst Lubitsch. A slapstick sketch with music.

Song of the Gondolier.—Nino Martini, Jessie L. Lasky's sensational vocal discovery, appears as a gondolier in a colourful sketch in Technicolour. Sings "Torna a

Sorrento," by Curtis, In A Hospital.—Leon Errol in a screamingly funny number. Supported by Jean Arthur, Phillips Holmes, David Newell and others.

In A Girl's Gym.—With Jack Oakie as the Instructor, and Zelma O'Neal as his jealous sweetheart. A class of Venus de Milo figures. Ends in a slapstick wrestling match. Song hit, "I'm in Training for you," written by Gilbert and Iker.

The Toreador.—Harry Green as the Toreador and Kay Francis as Carmen. A gorgeously funny sketch with Spanish settings, and the beautiful Marlon Morgan dancers in cleverly executed dance ensembles. Green sings "I'm Isadore, the Toreador," to the music

of the Toreador song from "Carmen." David Franklin wrote the lyrics.

The Montmartre Girl.—Ruth Chatterton in a Parisian cafe, singing "My Marine" to a quartette of Marines, including Stuart Erwin, Stanley Smith and Freddie March. Richard A. Whiting and Raymond B. Egan wrote the lyrics and music for "My Marine."

Park in Paris.—Maurice Chevalier as a Paris gendarme patrols a park with lovers on every bench. Skeets Gallagher rushes on set demanding that King sings "All I Want Is Just One Girl," written by Whiting and Robin.

Mitzi Herself.—Little Mitzi Green sings "All I Want Is Just One Girl," written by Manta-Zucca.

Dance Mad.—Nancy Carroll with lots of girls, singing and dancing to the music of Abe Lyman and His Band. A big flash number, with the song hit, "Dancing to Save Your Soul," written by Gilbert and Iker.

Dream Girl.—With an introduction by Skeets Gallagher, Gary Cooper, Richard Arlen, James Hall, Mary Brian, Fay Wray and Eugene Pallette. A beautiful, sentimental interlude in Technicolour. With Richard Arlen, Jean Arthur, Mary Brian, Virginia Bruce, Gary Cooper, James Hall, Phillips Holmes, David Newell, Joan Peers and Fay Wray.

The Rainbow Revels.—A tremendous Technicolour finale with Maurice Chevalier and a company of cuties. First they appear as chimney sweeps on the roofs of Paris. Then they float away in the clouds. Chevalier and the girls sing "Sweeping the Clouds Away," a Sam Collier tune.

GARY COOPER HURT IN
VIOLENT FIGHT.

NORA CECIL RETURNS TO
DEAR OLD LONDON.

"SEVEN DAYS LEAVE"

A bruise on the right side of his jaw was one of the net results of a fight which Gary Cooper engaged in recently at the Paramount Hollywood studios. One of the other results, the principal one, was several hundred feet of first-class fistcuffs for a public-house sequence of "Seven Days Leave," the all-talking production based on a play of war-time London days, by J. M. Barrie.

Miss Cecil plays the part of Mrs. Twymley, one of the three charwomen, in this stirring drama of war-time London based on the J. M. Barrie play, "The Old Lady Shows Her Medals."

Born in Ireland, Miss Cecil received her dramatic training on the London stage. She was brought to New York as the leading woman in "The Beauty and the Beast." She made her screen debut at Fort Lee, N.J., in 1916. Her first talking picture was "Madonna of Avenue A." "Seven Days Leave" is her second audible screen production.

It is also the second all-talking picture for Gary Cooper. The tall youth with the steely blue eyes was seen and heard in the popular Paramount classic, "The Virginian" recently.

MONDAY—TUESDAY—WEDNESDAY

Girls!

Gary Cooper's here on seven days leave! He's appearing in his first starring picture. He wants to meet you all. Come and see how he looks in kilts. Come and see him in the greatest Gary Cooper role you've ever even imagined!

GARY COOPER "Seven Days Leave"

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	When My Dreams Come True . . . Norah Blaney.
DB137	Happy Days Are Here Again . . . Layton & Johnstone.
	Lucky Me, Lovinly You . . . Layton & Johnstone.
DB183	If He Cared . . . Ruth Etting.
	Crying for the Caroline . . . Ruth Etting.
DB110	Diet of Love . . . Florence Oldham.
	I'm Following You . . . Florence Oldham.
9592	Funny Face—A Few Drinks Leslie Henson.
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9803	Song of the Volga Boatmen Norman Allin.
	When a Maleden . . . Norman Allin.

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HONG KONG, SUNDAY, OCTOBER 5, 1930.

Why Treat With China Longer?

NOT for many months have we received such deplorable cables regarding China and the protection of foreigners as those appearing elsewhere in this issue.

There is, firstly, the wanton attack by gunmen on the life of Mr. Lenox Simpson in Tientsin. It matters not a scrap whether he was or was not employed by a faction opposed to the Nanking regime. He is, first and foremost—and all the time—a British subject, and as such, was and is entitled to the fullest possible protection that it is within the power of the Chinese Government, whether in Nanking or elsewhere, to give to him. The Chinese, whether they be of Nanking or anti-Nanking bias, have lamentably failed in their primary duty of safeguarding the lives and property of British subjects.

Mr. Simpson has been shot down in cold blood. His life is despaired of. Are the responsible Chinese in the North sympathetic? Apparently not! The Chinese Editor of the Peking Leader is alleged to have published an "execrable article," insinuating that Mr. Lenox Simpson was "presumably expected to sit safe and line his pockets whilst thousands went to their death in the rebellion." What a travesty of fact! What a travesty of justice! What a travesty of the mentality of a Briton holding an official appointment under Chinese regime! If this can be taken as typical of the spirit animating the Chinese in the North when a Briton, who has endeavoured to serve a certain faction well, honestly and truly, hovers on the brink of death through the inability of the Chinese themselves to afford him adequate protection, the sooner the Boxer Indemnity Agreement is cancelled the better, and the sooner the last is heard of extrality or other negotiations with the Chinese the better. When a blind Chinese lost his life in a fire in Britain in an attempt to save his compatriots, the whole Press of the United Kingdom rang with praise of his heroism. When a Briton is attacked in China and lies in hourly expectation of death, a section of the Chinese Press actually exults in the fact that he has been mortally wounded. What a contrast!

Simultaneously comes the news of the shooting in cold blood of two British lady missionaries. This has rightly raised the ire of the British Press to a pitch unequalled since the infamous rape of Nanking. Says one Home paper, "no incident could have thrown into greater prominence the absurdity of according official treatment of the Nanking political junta than the murder of the two British missionaries." And, rightly, says another Home paper, "it would be an inhuman and cruel betrayal to hand over these sanctuaries (the Concessions and Treaty ports) to Government unable or unwilling to maintain the law and justice essential to their security." Strong words these, but they are justified to the utmost extreme. The lion's tail is being twisted just too much, the while advantage is being taken to prate of extrality negotiations and to exult inordinate over the retrocession of Wei-hai-wei.

The latest outrages ought to bring the British Foreign Office to its senses. It were better far—rather than have one more British life sacrificed—that all negotiations on all subjects be suspended forthwith and that China be told in the plainest possible language that these cannot possibly be resumed until after, say, ten years of freedom from civil war, banditry, and piracy in China—ten years wherein not a single wanton outrage on British lives and British property shall be perpetrated. The moral of the Boxer Indemnity has evidently been lost on the present junta in power in Nanking. A repetition of the dose might assist in bringing it to a realisation of the fact that the British lion's tail may be twisted just once too often!

HONG KONG FAIRY STORIES.

The winners in yesterday's opening League matches unanimously agreed to forfeit the two points in favour of their opponents.

The Government has decided that if Amusement Tax wins a race on October 10 or 11 the amusement tax shall be trebled forthwith.

No one minds a slight increase in the revenue stamp duty—the only trouble lies in getting people to believe that \$20 is the minimum for a ten cent stamp.

BIRTH.

EVANS.—At the Matilda Hospital yesterday, to Mr. and Mrs. F. L. Evans, a daughter.

JUVENILE OFFENDERS.

It is indeed gratifying to know that something is at last going to be done in the treatment of juvenile offenders. In this column, as well as in the *China Mail*, we have repeatedly urged their cause, not with the intention of belittling our Government, but chiefly and primarily from a humanitarian point of view.

We have nothing more to add to what the Hon. Dr. R. H. Kotewall and the Hon. Dr. S. W. Ts'ao said at the Council meeting when this motion was discussed. They covered the ground quite fully. The only suggestion we can make is the suggestion made by the Hon. Dr. Kotewall is to ask H.E. the Governor to exercise his authority by requesting the Police Magistrates to set certain hours apart for the hearing of juvenile offences.

The creation of Juvenile Courts in this Colony is a crying necessity, and the only regret is that this has not been done before. The scheme is both a laudable and a humanitarian one, and its good work must not be defeated by trying to save the expense of maintaining a special Magistrate to preside over these Courts.

The present Magistrates are all worthy men. We do not attempt to assail their integrity and fair-mindedness in any way. But we do say that any person who daily comes in contact with criminals of all types is apt to be sceptical and less humane when dealing with boys and girls. A Magistrate presiding over Juvenile Courts must be absolutely free from coming into contact with the wiles and trickery of case-hardened criminals. He must be patient and willingly give his time to listening to details of what a youthful offender has to say.

There is no necessity for appointing two special Magistrates to this office. We suggest, may we are sure, that a Juvenile Court in Hong Kong and one in Kowloon will amply answer the purpose. The Court in Hong Kong can sit in the morning and the same Magistrate can go over to Kowloon to listen to the cases there in the afternoon. According to the figures given for 1929, there were 985 boys and 137 girls brought before the Magistrates, both here and in Kowloon. This works out approximately to 31 offenders a day, and we all know that it does not take a Magistrate more than three hours to dispose of all these cases, because for the greater part they are cases of larceny and hawking without a licence.

If we are really in earnest to prevent our young generation of Chinese citizens from being pernicious and corruptive criminals, we must start the Juvenile Courts right, and, above all, we must not allow the saving of an inch of cloth to spoil the suit.

News in Brief.

The Technical Institute will reopen on Tuesday next. Entry forms and copies of prospectus may be obtained at the Education Department at the Central British School.

A fine of \$500, with the option of three months' hard labour, was imposed on Chung Kai by Mr. H. R. Buttress yesterday, when the defendant pleaded guilty to the possession of 17 taels of raw opium at the Kowloon Railway Station.

A unique feature of the new Andrew Harper Building, Nathan Road, the residence of Mr. and Mrs. Andrew Harper, is the installation of a billiard table on the top floor. The table was ordered through Lane, Crawford, Ltd., from Europe, and it was brought to Hong Kong on the N.Y.K. steamer Hakozaiki Maru on Friday.

UNHAPPY RETURNS.

Hard Labour Term for Banishee.

Ho You, a street coolie, appeared before Mr. H. R. Buttress yesterday charged with having stolen 35 panes of glass from a house in Bedford Road, and secondly, with having returned to the Colony before his banishment term of 10 years, from October 10, 1921, had expired. He pleaded "guilty" to both charges. His Worship passed sentence of three months' hard labour on each charge, the sentences to run consecutively.

MAGIC "RAGS."

IN HUMOROUS VEIN.

[By "Dipchick."]

There is no knowing just where some copies of newspapers are likely to pick up soundings after leaving the press machines. For instance, many of the Overseas Editions published in this Colony are sent to old friends and pals at Home, who, after lapping up all the piquant articles of news, etc., concentrate on beautiful balmy lagoons, and Far Eastern Paradise; and not a few have a great inclination to sample the life in the East, where it is all liberty for foreigners, and where foreigners take liberty.

Magic "Rags".

"Exiles" in this Colony receive copies of Home weeklies regularly, and after thoroughly digesting the contents—wise become hungry for Home. Undoubtedly, newspapers from the Old Country act as potent agents for making "exiles" feel they are "springing a leak"; creating that "Back to Blighty" feeling. Newspapers can, no to speak, quickly become "Magic Rags" . . . big pardons, "carpets" and swiftly wait colonials, in ecstasy, back to happy days spent in the Old Home Town, especially after a sojourn of three years or more in this Colony, where the night life is so exceedingly dull.

After an hour or so on the veranda with Chumphie's Saturday Guardian there is some excuse for the bored fellow when he suddenly bursts forth with "Oh, for a happy hour at the Hippo!" A wallow at the Walpole with THE wench . . . there to hold each other's hands and share the same bag of biscuits etc.

Attacks The Toughest of Guys.

These "Back to Blighty" spasms denote a form of fed-upness; homesickness if you like a longing for better and happier times; more of everything up to date and less of the puffed-up small club life and boozes. THAT feeling is a plain and personal malady; really a pining complaint, and it attacks the toughest of guys at times. Even "Old Timor" have been known to suddenly "explode" from a form of spontaneous combustion (after reading half a dozen Home newspapers, and perhaps a few affectionate revival letters sent by (designing dame), and after a week of nightmare while on the "springing a leak" bust, pack their bags and buzz back to Blighty . . . chop chop. S'fact!

Guzzling and Grabbing.

Many stick this way for a long time because life is fairly easy for most foreigners. Not a little goes with a shut-eye twist, and of course, there's guzzling and grabbing aplenty for those whose fancy runs in this direction. That's only by the way though! Our Home side friends and pals have, in addition to reading the Colonial newspapers, digested much of what imaginative writers have said about the Far East, with an exuberance of dramatic sensationalism. Many are the intriguing yarns woven around pirates bold; colonial sheiks and their concubines; talpans, including warring Generals and their tyrannical oppression; opium dens and tong

feuds; superstitions and weird customs; Mui Teat . . . and all the unwholesome bunk wrapped around the treatment (in the majority) of these so-called child slaves; ancestral worship, etc., and it is no wonder many desire to see things for themselves.

Spirit of the East.

The East has its compensations and brighter sides with magical settings. So has England, Scotland, Ireland, America, etc. Mind, I am not after saying that a round of strange adventures cannot be obtained in the Far East; for those desiring same there are thrills to suit all tastes, to say nothing of "idle show" bristling to breaking strain. It just depends on the flavour required, and to how many places of delights.

Being kidnapped in a motor car and held for ransom by a murderous gang, who know no law (until they are captured) but their own, want some boating for undiluted excitement, while to be rounded up and robbed on a China Coaster by a band of armed pirates, knocked the daylight out of British Final match for red hot whoopee. Then again, take those young bloods who "blow in" with a few cents, but plenty of live-wire stuffing, and a soul with a capital S. To them the East offers great possibilities, so they say. Some click with everything they put their hands to; others just fall for it. I remember not so long ago a young fellow; he came from a rather trumpery family not far from Reading, he hiked East, and never smoked, drank nor gambled before the "Spirit of the East" obtained a weakening foot-hold upon him—in Hong Kong.

Rapid-Fire Luck.
The "Joss Fairies" were certainly very kind to him—most intimate, in fact! He snapped up half a dozen gee-gee sweep tickets one day, after shouting for an extra round of cognac, and Alhambra Excellent, and "pon me Sam" with that rapid fire luck, walked away with the first prize worth umpteen hundred dollars. But, did he cave in? My eye! Went to Shanghai—and you ought to see him now. Although much has been said on the subject "Where are we going?" I guess this "Me hearty" could offer suggestions without any imaginative ideas.

For a Brief Spell.
I am perhaps a long way from my subject, newspapers; but our first and most important business in life is to keep our health, and try to be merry and bright, even if we do happen to live in Hong Kong. (I have just read about the Amusement Tax, and the Budget prospects, etc.) Although hundreds of people are busy writing on the right and wrong ways for Europeans to live healthily in the Far East now-a-days, few, however, have mentioned the fact that a happy hour with newspapers from the Old Home Town can tune one into the correct wave lengths of good-mood—if only for a brief spell. Yes, newspapers can be "Magic Rags" at times, and before putting myself to bed here's an hour on the subject "Get on—or get out!" by a political expert in . . . Weekly.

DOT FAYE.

An Attraction at the Majestic.

There will be an added attraction commencing, to-day at the Majestic Theatre, during the 5.30 and 9.30 p.m. performances. Miss Dot Faye and her Madcaps will give a programme of latest and snappy dances and new song hits.

Miss Faye is the present teacher of the Dot Faye Theatrical Dancing School in Nathan Road, Kowloon. She has made several tours of the world. She commenced her career with the African Trust and later joined the Chiffalo, the famous illusionist. Since then she has been with most of the leading musical comedy companies of the Far East.

Miss Dot Faye is the stage name of Mrs. Michael Vincent Fitzpatrick. Her husband was killed in action in 1917, and since then Mrs. Fitzpatrick has returned to the stage.

General Herenguer, the Spanish Ambassador, states that the general elections for the Cortes (Spanish Parliament) will take place "well before December."

Major-General Sir Francis George Bond, who was Director of Quarantine at the War Office from 1917 to 1919, has died at Camberley, Surrey, aged 74.

The Bookie started in to take bets at 6 to 4 that the reply to the whole lot would be in the negative, after receiving the most careful and sympathetic consideration.

The China Mail

Established 1845.

Hongkong Sunday Herald.

READERS, AMATEURS OR NOT, ARE INVITED TO SEND PHOTOGRAPHS AND ILLUSTRATIONS TO THE EDITOR OF THE 'SUNDAY HERALD' FOR INSERTION IN THIS PAGE, SUBJECT TO HIS DISCRETION.

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PICTURES TO BE RETURNED SHOULD BE CLEARLY MARKED THEREWITH, WITH THE BENDER'S NAME AND ADDRESS. IDENTIFICATION OF THE PERSON OR EVENT SHOULD BE CLEARLY AND BRIEFLY SET OUT.

The China Mail

Established 1845.

HONG KONG, SUNDAY, OCTOBER 5, 1930.



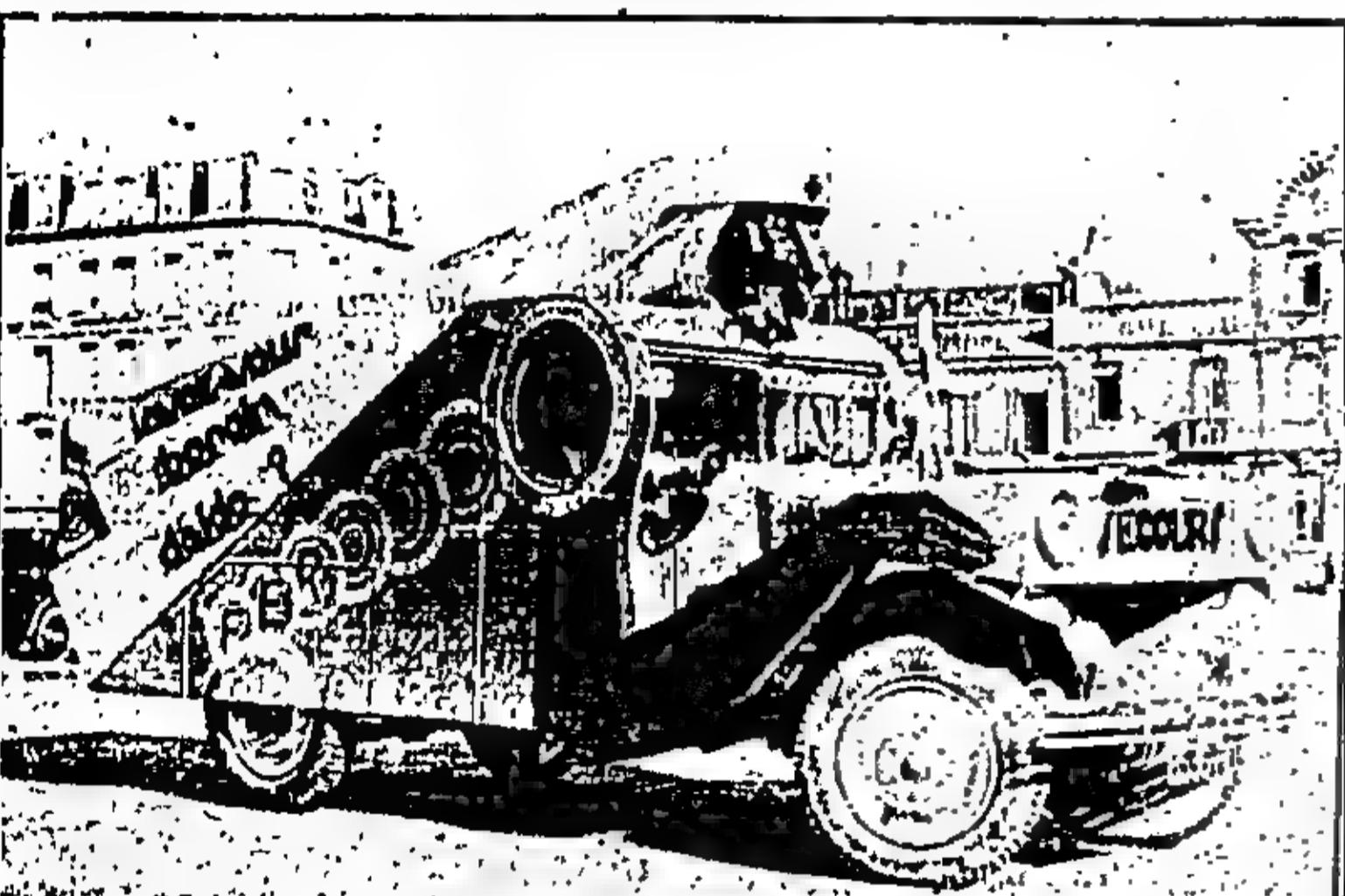
FLYING TO GOLF.—Mr. J. Hietley-Wybrants bids good-bye to a lady friend on the links, after a "flying visit" from Eastbourne, Sussex. Many of the visitors are using aeroplanes for the journey to-and-fro England and France.—(Sport and General).



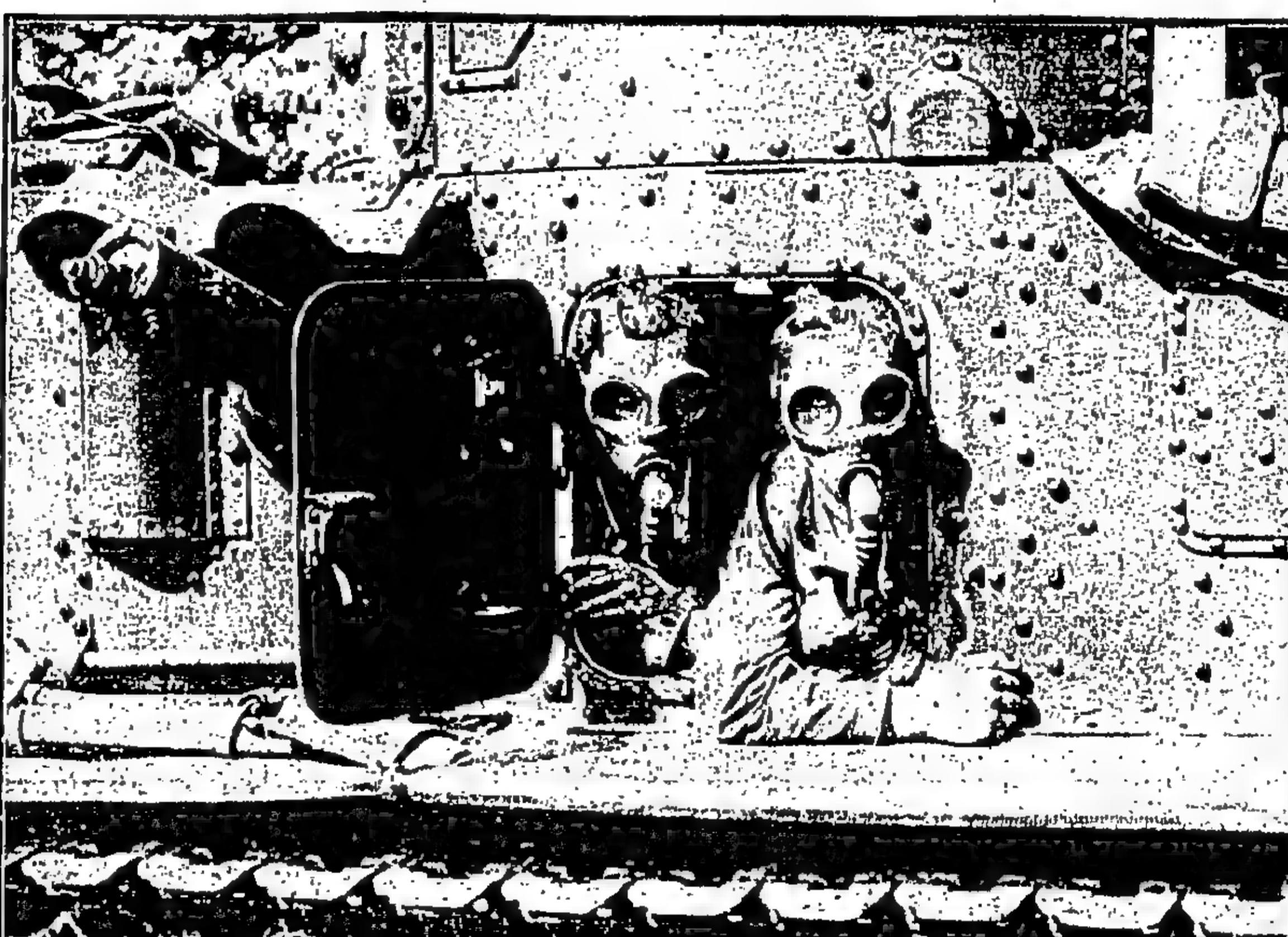
MODERN RIVER GIRL.—Three holiday girls who believe in comfort and the simple life arrive with their luggage at Sunbury-on-Thames, for a river holiday.—(Sport and General).



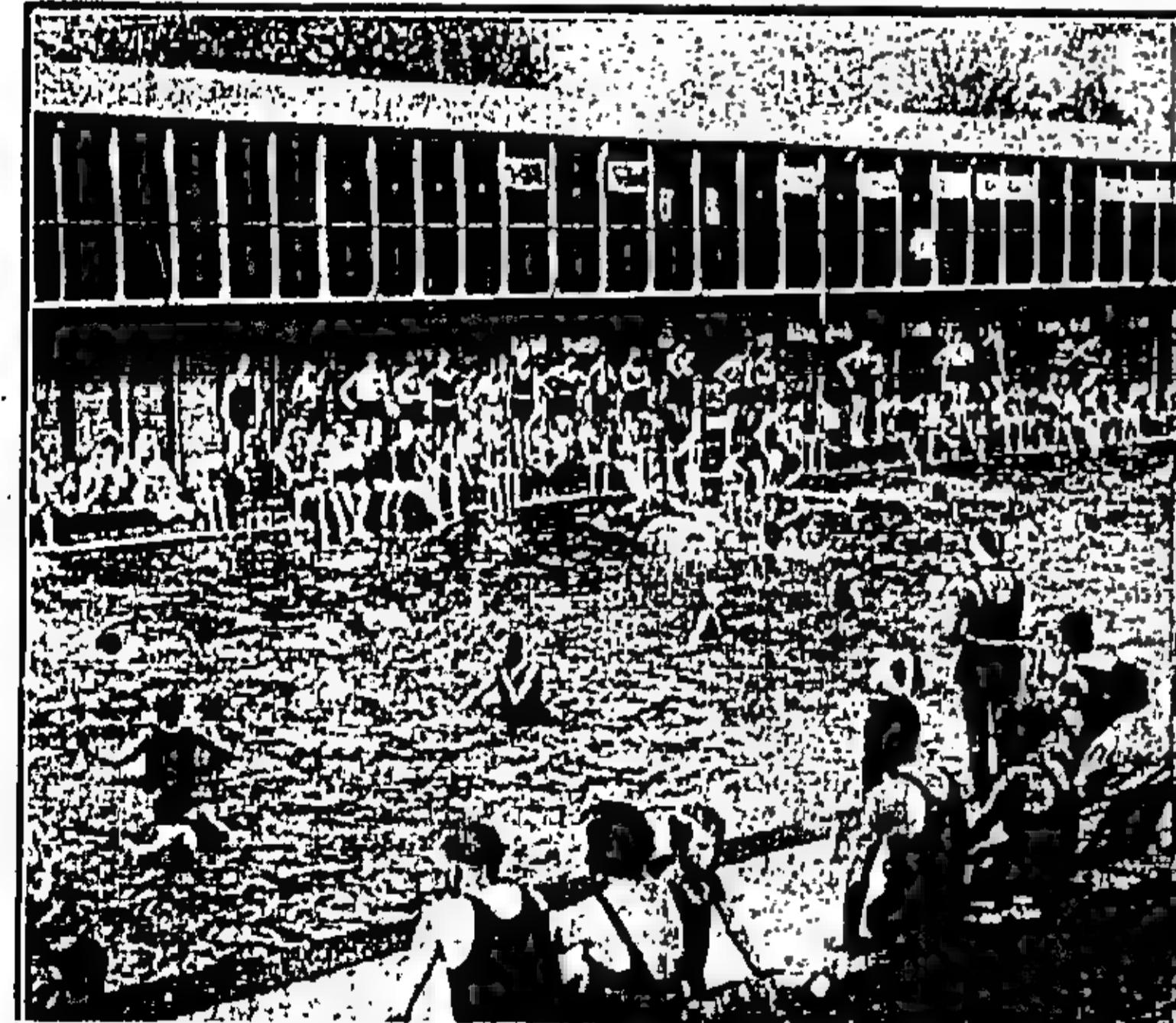
SUNSHINE CULT FOR KIDDIES.—Under the direction of the St. Pancras Borough Council, London, and the sunlight League, a sunbathing centre has been opened in Regent's Park, London, which is well patronised. A few of the happy children combing games with their sun-bathing treatment.—(Sport and General).



REMARKABLE DEVICE.—Who could mistake the use to which this car is put. It is the first and only one of its kind to help motorists in case of accidents, on the continent.—(Sport and General).



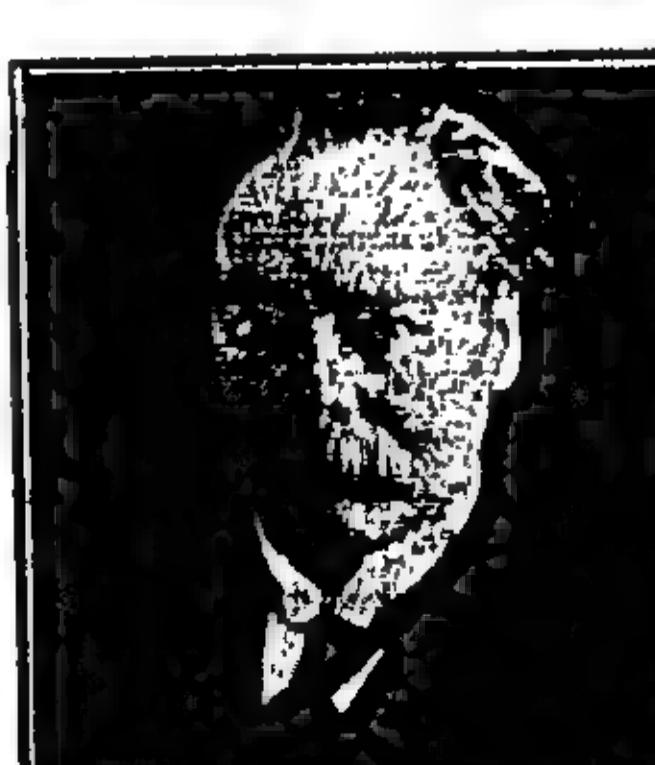
ARMY MANOEUVRES.—The second division of the Army comprising 15,000 troops at "war" around Aldershot, Hants, on August 26. "Two ghostly faces" appear when the word is given of an approaching gas attack. These two members of the tank corps look out for the enemy.—(Sport and General).



TERRIFIC HEAT WAVE.—Ninety-four degrees in the shade. Scenes at Chiswick open air baths, London, on August 28, where there was a record attendance of bathers, making an attempt to keep cool. A general view of the crowded baths.—(Sport and General).



HIS FIRST FLIGHT.—Big Chief "White-Horse Eagle" (aged 108 years) and his wife visited Brooklands Flying School, Surrey, on August 22, and were taken up for a flight over London by Captain Davis. Upon his return to Brooklands the Red Indian chief made Captain Davis an honorary Red Indian chief.—(Sport and General).



VETERAN ATHLETE.—Mr. J. Fowler Dixon, the Veteran Member of the London Athletic Club, the Thames Hares and Hounds and other Athletic Clubs, and holder of world's records, celebrated his 80th birthday on September 8. — (Sport and General).



CREATING THE AIR MIND.—Mr. W. Rigby of the Air League of Great Britain tries out a new model glider of his own design, incorporating all the newest crash proof devices, before a passing crowd in Aldwych.—(Sport and General).

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The WOMAN'S Page



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Coats that are definitely of the new mode will delight you with their fine velvety-looking materials—their elaborate fur-trimming and their exquisite tailoring. There are two versions of the ensemble, the one in which the tailored detail describes its whole personality, and the more softened idea with fur trimming and greater elaboration.

ORANGE BLOSSOMS.

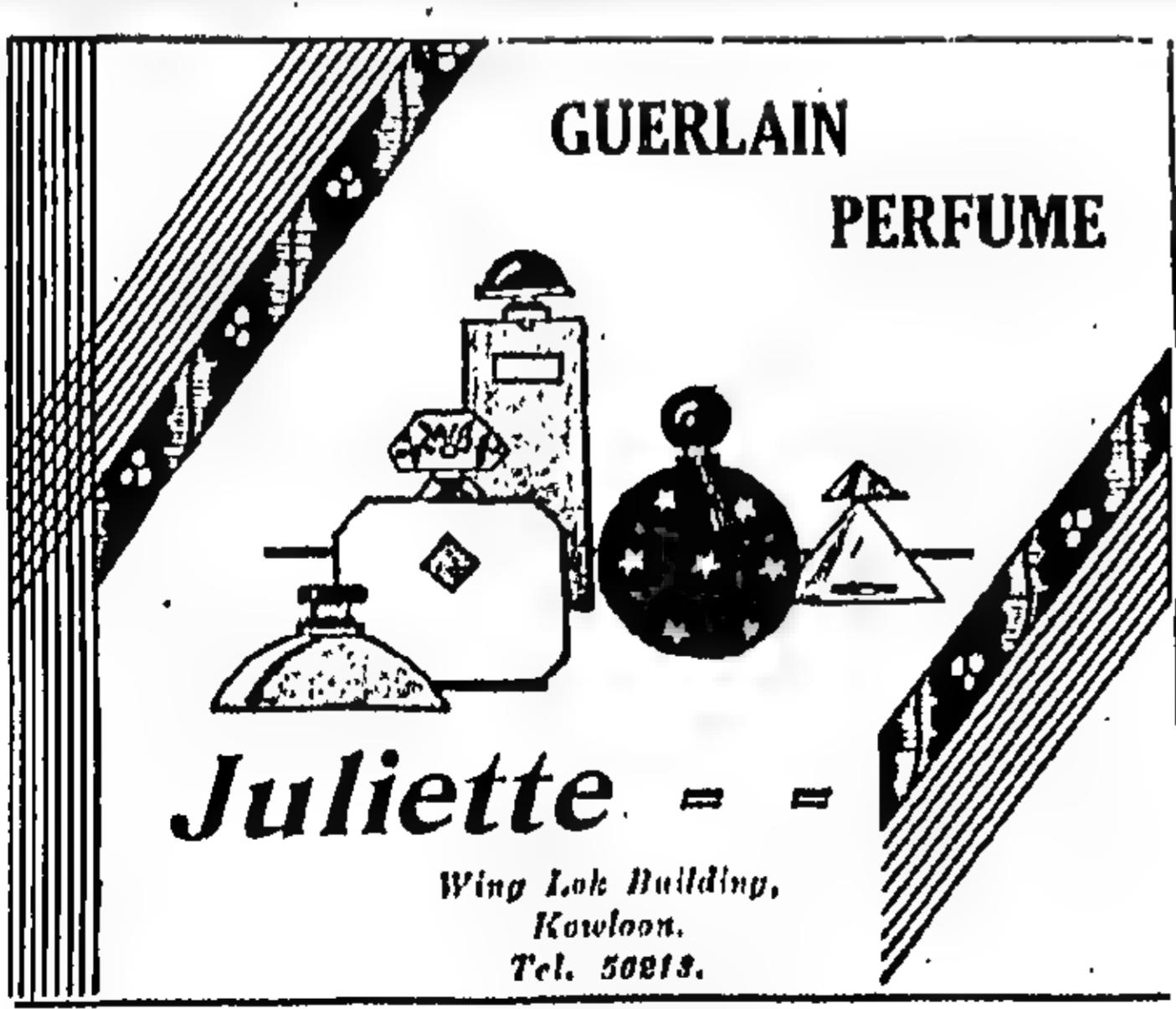
6 tablespoons shortening
2/3 cup fine granulated sugar
1/2 teaspoon almond extract
1/4 cup cold water
1 1/2 cups pastry flour
2 tablespoons cornstarch
2 1/2 teaspoons baking powder
2 egg whites
Cream shortening well. Add

sugar slowly, beating until light and fluffy. Add almond extract. Sift flour, cornstarch and baking powder together three or four times and add alternately a little at a time with the water. Whip egg whites until light but not dry. Fold in, mixing well with batter. Bake in very small greased tins in moderate oven for fifteen minutes. Remove from tins, cool and cover over.

"WOLCRAFT."

THE NEW AMERICAN DRESSES
and
A NEW SHIPMENT OF MILLINERY.

THE DOLLY VARDON HAT SHOP.
St. George's Building. Opp. Savoy Hotel, Chater Rd.



We are now displaying the latest hats and dresses at our new premises, and extend a cordial invitation to all our customers to inspect the latest Autumn fashions.

The Felix Hat Shop

York Building.

A CHENILLE HAT.

Why Not Make Your Own?

You will find this hat just the thing for everyday and sports wear. It is very simply made in double crochet, taking up both loops of each stitch.

You will require four hanks of Wm. Briggs Hedebo Chenille (cotton), a No. 1 steel crochet hook, one yard of ribbon, and 3/4 yard of millinery wire.

The original model fitted a head measuring 22 inches round, so you can adjust your size to this, according to whether your head is larger or smaller.

Begin in the centre of the crown. Make 4 chains and join into a ring. Work 8 d.c. into the ring. In the next round work * 1 d.c. into the first d.c., 2 d.c. into the next. Repeat from * all round.

Next round.—* 1 d.c. into the first 2 d.c., 2 d.c. into the next d.c. Repeat from * all round.

Next round.—* 1 d.c. into the first 3 d.c., 2 d.c. into the next d.c. Repeat from * all round.

Next round.—* 1 d.c. into the first 4 d.c., 2 d.c. into the next d.c. Repeat from * all round.

Continue working rounds of d.c. In this way, working one more d.c. between the increases until you have a circle measuring 8 inches across. If the hat is desired larger, continue until the circle measures more than 8 inches across.

Now work 1 d.c. into every d.c. in the next round, and every round afterwards until the depth from the last increasing round is 4 1/2 inches. Work more rounds if you require the hat deeper, as it is afterwards pleated over.

You are now ready to begin the brim. This is shaped gradually by means of working 2 d.c. into 1 stitch at intervals. The best way to do this is to divide your hat into back, front and two sides, marking each with a pin. Arrange to increase on either side of the pins, working the same number of single d.c. between each increase. Work one round with increases, then one without, and continue until the brim is 2 inches in depth. Now insert the wire by working one round of d.c. over the wire, stitch into stitch. Finish with one round of d.c. and darn in the end.

Make a pleat at the top to fold over and stitch into place. Then sew on your ribbon and finish with a bow at the right side.

If you want to be really smart, finish off your hat with a jewelled brooch.



Dark begonia wool stockinette mixture, collared and cuffed with diamond-shaped light-tablet coloured stockinette by "Reville," London, is used for this cosy frock for chilly days. An inset flounce in front of skirt gives the necessary width.—(Sport and General).

MRS. BETEN.
The Peninsula Hotel Hairdresser
Specialising in
Permanent Waving, Hair Dyeing,
Finger Waving, Marcelling,
Hair Cutting, Hair Treatment, Electrical
Dandruff Treatment, Electrical
Massage, Moles and Warts Re-
moved, Peroridizing, Hair Re-
moved, Rejuvenating, Masque,
Eye Brow Pluck, Shampooing,
Facials, Acne (Pimple) Treat-
ment.
Manicuring for Ladies &
Gentlemen.
Tel. 58089, Room 34.

BLACK AND WHITE.

Can Be Worn At All Times.

There is one colour combination which is always chic, no matter what colour combinations fashion may for the moment, favour, and that is black and white. With this combination you can hardly go wrong as it may be worn at all times and always looks smart and in the very height of fashion. Besides, now-a-days, with the fashion for lingerie touches, it gives you an excellent opportunity of exercising your ingenuity with your white accessories, whether they are lingerie, cuffs and collars, jabots, or blouses, in a manner particularly your own.

The popularity of black and white is not merely of this season. For a long time now black and white has held sway, each of the new fashions that appears claiming to rediscover the charm of black and white and giving us many new and ingenious ways of combining these two colours. The attractiveness of this colour combination lies in the absolute and charming contrast it affords, the white so white and the black so black, are extremely becoming. The clever woman who wants to stand out from her fellows makes use of these colours like an artist using the lighter colour to emphasise her good points and shading her defects with the darker. Thus, for the woman who is heavy below the hips, a white bodice with a dark skirt attached at the hip line in the pointed effect so popular now will give her a figure that is almost svelte. The other day I saw a black and white ensemble that delighted me. The woman in question wore a black frock, a coalheaver hat, and black shoes. Against this background she wore a black and white scarf, a matching pochette of black and white, a black and white buckle to her belt, and a black and white crystal pin holding her scarf in place. The effect was extremely smart and entirely charming. Another woman without a dress sense would have added black and white shoes and perhaps a black and white necklace and so destroyed the charming effect.

A plain black frock can be absolutely transformed by the addition of a jabot or cascade revers of some soft material. Little flat bows, of which there are such multitudes about on almost every frock one sees, made of white ribbon or crepe can be used to trim a black frock and a flat bow or bows on the black hat that accompanies the frock would make a dainty finish.

The charm of a black and white ensemble is in its colour harmony. You must see that everything you

Casual Sport COATS



The travel, go shopping, and take spectator's part in Autumn and Winter sports with utmost chic and nonchalance, for this year's sports coats have a new softness and swagger, and their huge collars frame the face becomingly.



A group of close fitting straws for every hour of the day.

TO PRESERVE THOSE MEMORIES,

A FRAME IN SOLID SILVER OR LEATHER is the ideal accompaniment.

AS A GIFT—Supreme, expressing true sentiment, and your esteem for the Recipient.



LANE, CRAWFORD, LTD.

ALEXANDER'S INSTITUT DE BEAUTE

ALEXANDER'S PERMANENT HAIR WAVING is the Ideal Wave. It is a new way of winding the hair from the ends toward the scalp—large, soft, smoother and more natural.

Pedder Building,
1st floor, Room 5,
Telephone 25169.

CHARGES MODERATE



We are the only specialists in Hong Kong who are skilled in the art of

FINGER and MARCEL WAVES.

Shampooing, Henna pack (any colour) Massage, Hair Cutting, and Manicure for Ladies and Gentlemen.

A visit will convince you.

Opposite entrance Hong Kong Hotel.

LIGHT & HEAVY WEIGHT COATS

Kayamally Bldg.

Entrance Gordon's

Mezzanine Floor.

We stock outside sizes.

MAISON MARNAC

(DRESS DESIGNER)

4 PEDDER STREET

(Opposite Hong Kong Hotel)

You will want the
VICTOR RECORDS
from
"RIO RITA"
We have them all.

S. MOUTRIE & CO., LTD.
CHATER ROAD.

SENNET FRERES

Marcel Heimendinger & Levy.
(Successors.)
York Building. Chater Road.

HIGH CLASS
JEWELLERS, WATCHMAKERS,
AND
DIAMOND MERCHANTS.

OUR GUARANTEE — YOUR SAFEGUARD.
1. Complete CONFIDENCE is assured when you entrust your most valuable possession of sight to this 40-year-old institution.
2. We grind our own lenses just at the largest optical institution at Home. All work under qualified European personal supervision.
3. Every lens, every frame, every prescription is absolutely guaranteed accurate and perfect. No substitution. Only the very highest grade of lenses and prescription work.

N. LAZARUS
Ophthalmic Optician
13, Queen's Road C.

ELECTRICAL ENGINEERS

ELECTRIC MOTORS, LIFTS,
PRIVATE PLANTS,
X-RAY APPARATUS.
Installed, Overhauled and Repaired.

ELECTRIC SUPPLIES STOCKED
LOWCOCK & HO
China Building,
Queen's Road C.

La Mode Beauty Shop
FOR
LADIES and GENTLEMEN.

Hairdressing and Manicure
by Expert Operators in
Hygienic Surroundings.

TO BE WELL GROOMED, PAY US A VISIT
39A, QUEEN'S ROAD CENTRAL. 1st Floor.
Entrance Pandora.

BONZO

By George Studdy



ELIMINATE THE DOUBT

BY MAKING
ALL YOUR

PURCHASES AT WHITEAWAYS.

REPLENISH YOUR BLANKETS AND SHEETS NOW.



WINTER BLANKETS

We have a reputation for Blankets which has been built up through a constant policy of Quality and Service. Owing to the fall in exchange our Stocks this year are somewhat limited, so be advised and buy early.

Single Bed Size :
\$32.50 to \$95.00.

Double Bed Size :
\$72.50 to \$150.

NEW CARPETS—
NEW CURTAININGS—
NEW CHAIR COVERINGS.



MARPLE SHEETS

Reduction costs at Home have enabled us to offer our Marple Sheets at practically old Prices. All numbers in Stock.
\$15.00 to \$24.50.

TRAVELLING RUGS

We have a remarkably fine selection to choose from. Plain colours with plaid and check woven.

\$19.50 to \$65.00.

DOWN QUILTS

JUST RECEIVED.
A fine selection of new designs and colourings in Down Quilts. Quite the latest.

\$29.50 to \$125.00.



CALL AND INSPECT.
FIRST FLOOR SHOWROOMS

WHITEAWAYS. THE STORE FOR VALUE. HONG KONG.



SOUTHEND'S EFFORT.—Southend-on-Sea held their fifth annual hospital's carnival week in glorious weather conditions. The tiny tots parade held in the Kuanan football ground was an amusing feature of this successful Essex carnival. A "Tinny Tot" entrant crossing the High Street, on her way to the parade.—(Sport and General).



NAUTICAL SPIRIT.—A merry crew in the ladies' Spade paddle race, during the Shanklin Carnival, have equipped themselves in yachting caps and bathing costumes.—(Sport and General).



SUNSET AT SEA.—A charming sunset scene taken at Hong Kong recently by a local resident with a small pocket camera. The original photograph measured only three inches by two inches.



HIGHLAND DANCES.—The wild music of the bagpipes, the graceful dancing and bright Highland Costumes add considerably to the gaiety of the proceedings at Alyne Highland Games, Alyne, Aberdeenshire, on September 3. Boys and girls dancing the Highland Pele.—(Sport and General).



ATLANTIC CONQUERED.—Capt. Costes and Lieut. Bellonte, who completed their flight from Ireland to Newfoundland in the record time of 17 hours. For several hours a speed of 125 M.P.H. was attained. They arrived at New York at a late hour on September 2.—(Sport and General).



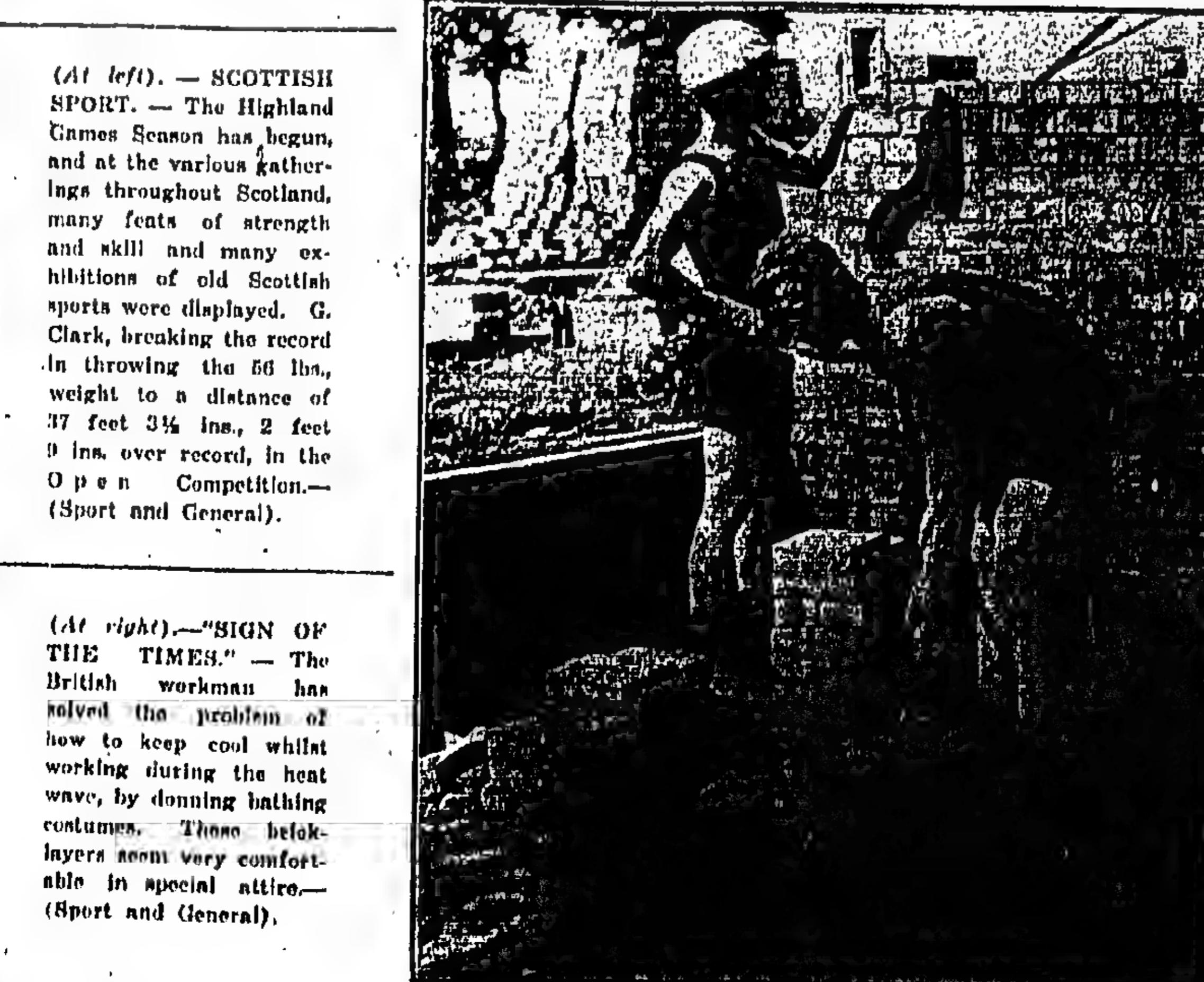
BACK TO NATURE.—The Sloe Picking Season is now in full swing when the poorer folk from London can spend their days in the good air of the country, which they fully appreciate, particularly during the hot sunny weather. Scenes at Padock Wood, Kent. Those happy young pickers are taking full advantage of the healthy sun rays.—(Sport and General).



CHAMPION PUGILIST.—An offer of £3,000 was made and refused for the two-year-old bulldog Champion Pugilist, which won the open class at Leed's Championship Dog Show during the week-end. The dog was bred by the owner, Mrs. B. J. Walz, of Highgate, London.—(Sport and General).



A MIXED CREW.—The model engineering exhibition at the Royal Horticultural Hall, Westminster, London, which opened on September 4, was remarkable for its display of wonderful models, both engineering and otherwise.—(Sport and General).



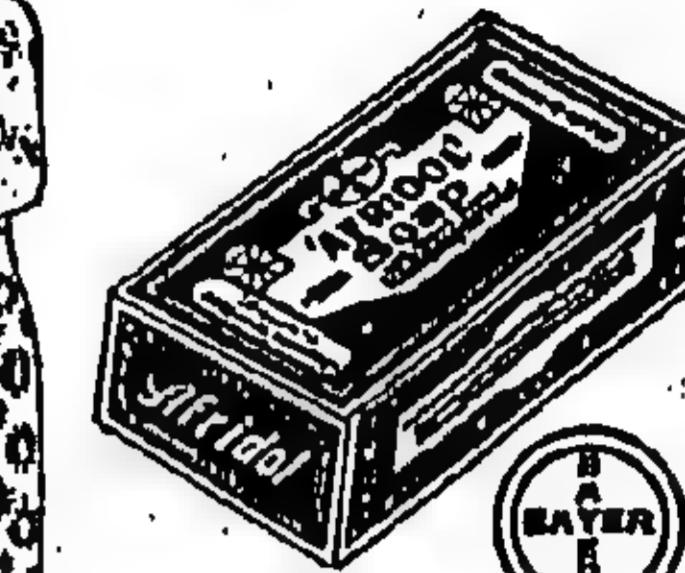
(At left).—SCOTTISH SPORT.—The Highland Games Season has begun, and at the various gatherings throughout Scotland, many feats of strength and skill and many exhibitions of old Scottish sports were displayed. G. Clark, breaking the record in throwing the 60 lbs. weight to a distance of 37 feet 3 1/4 ins., 2 feet 9 ins. over record, in the Open Competition.—(Sport and General).

(At right).—"SIGN OF THE TIMES."—The British workman has solved the problem of how to keep cool whilst working during the heat wave, by donning bathing costumes. These bathers seem very comfortable in special attire.—(Sport and General).



And numerous other skin troubles of tropical regions—all kinds of eczema, yaws, ringworm, boils—the effective antidote has been found in Afridol Soap. The many imitations which are offered as "just as good" lack the outstanding qualities of Afridol Soap, which still represents, at the present day, the only effective and successful specific against prickly heat.

The Bayer Cross is a guarantee of efficacy.



Chemicals and Reagents, Medical and Surgical Instruments, Microscopes and Microscopical Accessories, Laboratory Apparatus and Glassware, Hospital Furniture and Equipment, Anatomical Models, etc.

All Kinds of Supplies for Schools, and Large Educational Institutions.

Drawing Instruments for the Architects, Engineers, etc.

FOR ECONOMY, QUALITY AND SERVICE
GO TO A FIRM WHICH SPECIALISES.

WE SPECIALISE AND WE CARRY STOCKS.

BORNEMANN & CO.,

French Bank Building,
HONG KONG.

4, Ching Yuen Malo,
West Bund, CANTON.

Age 83—STRONG and ACTIVE

**NERVES STEADY
SLEEP BETTER
RHEUMATISM AND
BRONCHITIS GONE.**



PHOSFERINE

**PUT ME RIGHT
AT ONCE, and keeps
me going. I am 83,
always feel cheerful
and look very well.**

I must say I feel so much more fit since taking Phosferine. For years I suffered with Bronchitis, which upset my nerves, I was unable to sleep, and my whole system was wrong. I often had very bad rheumatic pains in my ankles. After an illness four years ago I was very weak, and was advised to try Phosferine. I found immediate relief, my nerves were stronger, I could sleep better, and I felt quite a different woman. I would not be without it, as it keeps me well, and I am able to go about my daily duties as cheerful and active as I was ten years ago. I look very well for my age, 83 on June 4th, 1929. It is mostly due to taking your Phosferine, which keeps me in good health. A few doses of Phosferine whenever I feel the least bit run down, puts me right at once. I want others to know what Phosferine has done for me, and benefit the same as I have done. It is four years since I have visited my doctor. Phosferine has kept me going ever since." Mrs. E. S. Old, 28, Wellington Road, Walthamstow, London, England.

PHOSFERINE

THE GREATEST OF ALL TONICS FOR

Influenza, Debility, Irritation, Spleenlessness, Estimation, Neuralgia, Malaise, Weakness, Weak Digestion, Mental Exhaustion, Loss of Appetite, Lassitude, Neuritis, Fatiguedness, Brain Fag, Anemia, Nerve Shock, Malaria, Rheumatism, Headache, Sciatica.

Sold in 3 sizes, Liquid or Tablets by all good Chemists.

PHOSFERINE HEALTH SALT—the new Tonic Fruit Saline, superseded all old-fashioned Salts—it tones as it cleanses.

Proprietors: Phosferine (Ashurst & Son) Ltd., La Belle Sauvage, London, Eng.

Agents: W. R. LOXLEY & CO., Hong Kong, Telephone 2533.

IF YOU ARE TOO BUSY TO WRITE HOME — DON'T

Just Post a Copy of the

"OVERLAND CHINA MAIL"

which gives all the news there is—
Both Local and Coastal

Better than One Hundred Letters

SINGLE copy 25 Cents.

Subscription for home (including postage).

One Year, \$15; Six Months, \$7.50; Three Months \$3.75.



A Rock Orchid.

Very few of the summer flowering ground orchids are now to be seen on the Hong Kong hillsides but their place is being taken by the epiphytic rock orchids of which a few are in flower. One of these with round stems and leaves, *Sarcanthus teretifolius* is described in the recent number of the Hong Kong Naturalist. Another *Coelogyne fimbriata* is now in flower on the rocks above and below Luard Road, and on Kowloon Peak, etc. This orchid possesses a pseudo-bulb, in which foods and water are stored, from which arise two pointed leaves three to five inches long. At the apex of the swollen stem, between the leaves, is the short inflorescence which bears one or two flowers one and a half inches in diameter. The three sepals and the two narrow lateral petals are cream coloured and so is often the lip or lower petal. In most flowers, however, the lip is yellow-brown or a pale cinnamon-brown, and the two ridges which it bears on its surface are a deeper cinnamon brown. This orchid is probably the commonest epiphytic rock orchid in Hong Kong and a score of flowers may be seen by the keen observer from Luard Road without stepping off the path.

* * *

Hibiscus.

The genus *Hibiscus* is a large one containing about 160 well defined species and also scores of varieties produced by the plant-breeders. The species vary considerably from one another as regards habit and mode of life and as examples of several types are now in flower a few remarks here might be apposite.

Hibiscus rosa-sinensis is the scarlet *Hibiscus* cultivated in gardens throughout the tropics. Within this group of *Hibiscus* occur plants with red, white, and with yellow flowers and it has been by crossing these that the lovely cultivated varieties have been produced. A great number of varieties have been bred in Honolulu but unfortunately only a few of these have been brought to Hong Kong. It is a curious and interesting fact that it is impossible to cross *H. rosa-sinensis* or its near relatives with the other species of *Hibiscus* mentioned below.

Hibiscus mutabilis is a larger plant than the scarlet *Hibiscus* and is now in full flower in the Colony. In many places on the hillsides it appears to have become naturalised. There are single and double varieties of this species and they may be white, pink, or red in colour. There is a plant in the small garden between the Peak Hotel and the

KOWLOON NOTES.

Bus Drivers.

What are the motor bus drivers of Kowloon coming to? If it is not one thing it is another. The mania for speeding along Nathan Road and other public thoroughfares is very well known by all now, especially pedestrians. But the latest mania which has overtaken certain bus drivers on the Peninsula is that of killing dogs, not accidentally but, on the contrary, purposely. Of late several dogs have been ruthlessly slaughtered through no fault of their own. They stand at the side of a street or road, usually close to a tree, and a motor bus comes along. What do certain drivers do? Instead of trying to avoid the dog, a certain driver swerves in, and runs over the helpless animal. He then moves off with a heartless smile, supported by the jeers of a crowd of Chinese in the street. And the dog is left there in pains, to yelp till it dies—for in most instances it is fatal. A few prosecutions by our "vigilant" policemen in Kowloon would be very welcome!

* * *

Talkies at Last!

At long last, after patient waiting, Kowloon is to have a "talkie" house, and the *Sunday Herald* congratulates the management of the Majestic Theatre on the enterprise it has shown in this way in the interests of the film world. They open on Friday, October 10, with "Broadway Babes," in which is starred Alice White and Charles Delaney. This film is one full of snappy dances, chorus girls and every ingredient that goes to make a film enjoyable. The management told our representative a few days ago that they were not going to open with a sentimental picture, but with one full of "go." So, out of a formidable list, they picked on "Broadway Babes."

NEW ADVERTISEMENTS

THE MINISTERING CHILDREN'S LEAGUE.

The Peak Branch Children Club is holding a SALE OF WORK and Entertainment on WEDNESDAY, November 12th (in the Peak Club) to be opened at 4.30 p.m. by Lady Peel.

Entrance Fee \$1.00.

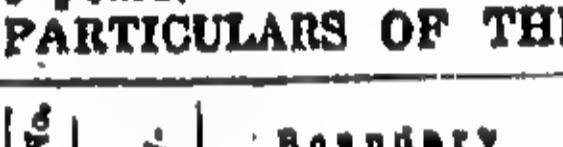
PLEASE BOOK THIS DATE.



NOTICE.

THE PUBLIC ARE HEREBY NOTIFIED that the INDIAN GUARDS OFFICE has been transferred from Police Headquarters to the Old No. 7 POLICE STATION, West Point, as from September 30th, 1930. Telephone Government Line No. 39 Sub Number 809.

E. D. C. WOLFE,
Inspector General of Police.
Hong Kong, Sept. 30th, 1930.



NOTICE.

THE PUBLIC ARE HEREBY NOTIFIED that the DIVISIONAL POLICE STATION in the Western District of Victoria has been transferred to the building formerly known as the Sailors' Home, West Point. Telephone Government Line No. 39 Sub Number 93.

E. D. C. WOLFE,
Inspector General of Police.
Hong Kong, Sept. 30th, 1930.

HONG KONG JOCKEY CLUB.

THE EIGHTH EXTRA RACE MEETING will be held (weather permitting) at Happy Valley on FRIDAY, 10th October and SATURDAY, 11th October, 1930, commencing at 2 p.m. on both days.

The first bell will be rung at 1.30 p.m.

MEMBERS' ENCLOSURE

Members are notified that they and their ladies must wear their badges prominently displayed.

No one without a badge will be admitted to the Members' Enclosure.

Badges admitting non-members to the Members' Enclosure and Club Rooms at \$5 per day for Gentlemen and \$2 per day for Ladies, are obtainable through the Secretary upon introduction by a member, such member to be responsible for payment of all charges.

Badges admitting to Members' Enclosure will not be on sale at the Race Course.

Members can obtain, upon application to the Secretary, badges (limited to two) for the free admission to the Members' Enclosure of wives, lady relatives and friends. Names must be stated when applying.

On no pretext will children be permitted in either Enclosure during the Meeting.

PUBLIC ENCLOSURE

The Price of admission to the Public Enclosure is \$1 per day for all persons including ladies, and is payable at the Gate.

Soldiers and Sailors in uniform are admitted half price.

Bookmakers, Tie Tac men, &c. will not be permitted to operate within the precincts of the Hong Kong Jockey Club during the Race Meeting.

By Order,
C. B. BROWN,
Secretary.
Hong Kong, 4th October, 1930.

EIGHTH EXTRA RACE MEETING.

Race No. 8, Kwangsi Handicap, "A" Class.

IN accordance with the conditions of the above Race, the Handicapper has barred the under-mentioned ponies—

Black Beauty Royal Flush Nationalist II. Spearman Pride of Tsingtao Zarhan President Hall.

By Order,
C. B. BROWN,
Secretary.
Hong Kong, Sept. 30, 1930.

"STYLE" In the Peninsula Hotel Arcade, has just received some beautiful hats and frocks for day and evening wear. Tel. 8888—extension 84.



NOTICE.

PARTICULARS & CONDITIONS of the Sale by Public Auction to be held on MONDAY, the 6th day of October, 1930, at 3 p.m., at the Offices of the Public Works Department, by Order of His Excellency the Governor, of one Lot of Crown Land at Tung Choi Street, Mong Kok Tsui, in the Colony of Hong Kong, for a term of 75 years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the King, for one further term of 75 years.

PARTICULARS OF THE LOT.

No. of Lots	Register No.	Locality	Boundary Measurements				Conveyance Plan	Annual Rent	Annual Rent Per Acre
			N.	E.	S.	W.			
1	1	As per sale plan.	15.00	15.00	15.00	15.00	15.00	15.00	15.00

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NOTICE.

THE PUBLIC ARE HEREBY

NOTIFIED that the DIVISIONAL POLICE STATION in the Western District of Victoria has been transferred to the building formerly known as the Sailors' Home, West Point. Telephone Government Line No. 39 Sub Number 93.

E. D. C. WOLFE,
Inspector General of Police.
Hong Kong, Sept. 30th, 1930.



ADMIREMEN

OF HONGKONG.



A SUNBURST OF SONG Magic Melody

Dancing, Laughter, Brilliant Dialog and the exceptional performances of Janet Gaynor and Charles Farrell have enchanted the newspaper reviewers who have attended, applauded and praised

the FOX MOVIE TONE production

SUNNY SIDE UP

presented by

WILLIAM FOX



COMMENCING THURSDAY

BOOK NOW!

THEME SONGS OF "SUNNY SIDE UP."

"I'M A DREAMER, AREN'T WE ALL?"
Aren't we all in search of happiness?
To each one it means a diff'rent thing,
To some it's wealth
To some it's health
To some it's only what love can bring,
Please don't blame me if I'm human, too,
I'm the same as you, and you, and you!

Refrain.

I'm just a dreamer—aren't we all?
Just a dreamer—aren't we all?
In my dreams each night it seems,
My lover comes to call,
He's so charming, strong and tall,
It's alarming how I shall fall,
He's ideal! But then he isn't real,
And I'm a fool! But aren't we all?

"YOU FIND THE TIME, I'LL FIND THE PLACE."

When I start in getting
You say that the setting
Isn't what it ought to be for love,
Dear, you drive me frantic,
You're too darned romantic,
We don't need the moon and stars above,
Put loves in a fond embrace,
They should worry over time and place.

Refrain.

You find the time, I'll find the place to love you, baby,
You find the time, I'll find the place that holds two, baby,
Does it have to be a bed of roses,
Any place should do for rubbing our noses,
Down in the street,
Up on the wing of a plane, baby,
You'd be an sweet,
Out in a shower of rain, baby,
All romantic lovers give me a pat, baby,
You find the time, I'll find the place to love you,

"YOU'VE GOT ME PICKIN' PETALS OFF OF DAISIES"

I get up each morning —
Where do I go?
Up to the hills where the wild-flowers grow,
Ask me why I go there.
What do I do?
Can't you guess? It's all because of you!

Refrain.

You've got me pickin' petals off of daisies,
Some say "Yes," some say "No,"
You'll find me pickin' petals off of daisies
Ev'rywhere they grow,
To tell the truth I'm made me kind of crazy,
A keeper follows ev'rywhere I go,
But you can stop me pickin' petals off of daisies
If you tell me what I want to know.

"SUNNY SIDE UP!"

There's one thing to think of when you're blue,
There are others much worse off than you,
If a load of trouble should arrive,
Laugh and say: "It's great to be alive!"

Keep your sunny side up, up!
Hide the side that gets blue,
If you can't buy lobster or cake,
You're in luck—your tummy won't ache!
Keep your sunny side up, up!
If you have a little laughter song through—do it!
If you meet with gloom,
Don't fade down go boom—
Keep your sunny side up!

Refrain.

"IT'S GREAT TO BE NECKED!"
Oh! It's great to be necked,
On a bra bricht moonlight nicht,
P'st a Macdonald, a Macpherson or Macduff,
Oh, it's lovely to be on a bony Scotchman's knee,
They can't give you anything but love, but gosh, ain't that enough?
Oh, there's just one chance you can come to harm,
If you get your neck 'neath his brawpe arm,
Though your heart may be wrecked
Tell me, what can you expect,
Any time you're necked in a bra bricht moonlight nicht.

"IF I HAD A TALKING PICTURE OF YOU"
I talk to your photograph each day
You should hear the lovely things I say,
But I've thought how happy I would be
If your photograph could talk to me.

Refrain.

If I had a talking picture of you — oo,
I would run it ev'ry time I felt blue — oo,
I would sit there in the gloom
Of my lonely little room
And applaud each time you whispered, "I love you—love
you!"
On the screen the moment you came in view — oo,
We would talk the whole thing over — we too — oo,
I would give ten showers a day
And a midnight matinee
If I had a talking picture of you.

"TURN ON THE HEAT!"

You think the coldest girls in the world are Eskimos,
You'll find the hottest girls in the world are Eskimos,
They have no skin, head, feet,
But they have dancing feet!
They shake their stuff and melt the ice and snow,
All Eskimoey husbands each morning of their lives
Jump out of bed, and holler to their wifes

Refrain.

Turn on the heat! Start to strut!
Wiggle and wobble and turn on the heat!
Oh! Oh! It's third degree!
Turn on the heat — fifty degrees —
Get hot for papa or papa will freeze,
Oh! Oh! Start melting the snow!
If you are good, my little radiator,
It's understood you'll get a sun-down later!
Turn on the heat! Pour 'n the oil!
Start to bubble and come to a boil,
You put the burn on —
For papa and turn on the heat!

SUNNY REVIEWS ON "SUNNY SIDE UP."

Janet Gaynor's acting is delightful in "Sunny Side Up" . . . Her performance is as fine as anything she has done on the screen . . . David Butler, the director has done extraordinarily good work . . . El Brendel, the Swede of "The Cock Eyed World," affords gales of laughter by his comedy. . . . The musical numbers are shrewdly devised. There is a real reason for the singing as well as the presentations and one particular song called "Turn on the Heat," is especially cleverly done. "Sunny Side Up" is a production which abounds in good fun, whimsical touches and brilliant staging.

—Mordaunt Hall, *Times*

* * *
Janet Gaynor, winsome, enchanting to look upon, presenting some brand new, wholly delightful talkie-singie talents, and Charles Farrell, handsome, lovable, offering an appealing performance and a pleasant tenor, are the first two reasons why "Sunny Side Up," which started a run last evening at the Gaely theatre, is going to be a go-getter at the little old box office. . . . Swell songs—by Du Sylva, Brown and Henderson. . . . Dandy supporting performances. . . . "Sunny Side Up" is destined to be a hit!

—Irene Thirer, *Daily News*

* * *
"Sunny Side Up" is a talking screen musical comedy. . . . Miss Gaynor's voice is so natural, softly charming and entirely winning that it is an enormous asset to any motion picture. . . . Charles Farrell is highly engaging as the hero. . . . The cast is excellent. El Brendel, the goofy looking Swede, is actually amusing in the chief comedy role; Marjorie White is an excellent soubrette, and Sharon Lynn plays and sings the role of the vivacious with vitality, expertness and considerable attractiveness.

—Richard Watts, Jr., *Herald Tribune*

"Sunny Side Up" Knockout. The singing of Turn On The Heat is the greatest thing the talking movies have yet achieved in the line of musical comedy. . . . "Sunny Side Up" would be first class entertainment even without Farrell and Gaynor. With them it's a knockout.

—Bland Johnson, *Daily Mirror*

"Sunny Side Up" will undoubtedly prove another box office success for the Gaynor-Farrell combination. . . . Several of its musical numbers will be among the season's hits. . . . It has a dance spectacle with a hot song, Turn On The Heat, which surpasses anything of its type yet attempted in these elaborate musical films. Neither Mr. Ziegfeld, Mr. White, nor Mr. Carroll ever staged anything quite so effective and novel. . . .

—Julia Shawell, *Evening Graphic*

* * *

Welcomed to the screen of the Gaely Theatre last Thursday night by the season's most distinguished audience, "Sunny Side Up" made its Broadway debut. . . . "Sunny Side Up" holds sufficient distinction to draw approval from the crowds sure to flock to the latest starring vehicle of Janet Gaynor and Charles Farrell. . . .

—Regina Crowe, *American*

* * *

"Turn on the Heat" . . . in any musical show the number would have elicited applause—it being lavish fast, rather amusing and reminsciently tuneful.

—John S. Cohen Jr., *N. Y. Sun*

* * *

It looks very decidedly as if William Fox has another hit to contend with in "Sunny Side Up". . . . All in all it strikes me as being a robust musical extravaganza in which Miss Gaynor and Mr. Farrell step into a new field and find their handsome selves as radiant as ever.

—Quinn Martin, *Morning World*

* * *

Janet Gaynor demonstrated all over again in "Sunny Side Up" that she is just about the screen's finest and most versatile actress. . . . Miss Gaynor sings her songs pleasantly and unassumingly as does Mr. Farrell.

—William Bockell, *Evening Telegram*

* * *

A Glorification of Youth, Melody and Romance!

The stars of "7th Heaven" and "Street Angel" in their first big musical comedy—singing for the first time on the screen!

This gorgeous musical entertainment is the supreme achievement of stage and screen!

Songs, story and dialog by DE SYLVA, BROWN and HENDERSON.



SUNNY SIDE UP

FOX MOVIE TONE'S
Greatest Musical
Comedy Triumph

WITH
JANET GAYNOR & CHARLES FARRELL
Sharon Lynn, Marjorie White,
Frank Richardson, El Brendel

All Singing, Talking and Dancing
Directed by DAVID BUTLER
Dances staged by SEYMOUR FELIX
Presented by WILLIAM FOX.



FOOTBALL SEASON OPENS.

(Continued from Page 4.)

Result: Eastern 4; South China 0.

SOMERSETS' EASY WIN OVER THE CLUB.

Mr. Ford lined up the following teams, second division, at Soocum-poo yesterday afternoon:-

Somersets: Vorler; Fothergill; Green; Serigar, Legg, Penney; Latcham, Guest, Earley, Denmead, and Chislett.

H.K. Football Club: Wilson; Stoker, Hynes; Dunn, Puncheon; Kriekly; Fowler, Gray, King, Tavlin, and Ursell.

The "Sets" showed themselves a better team immediately from the kick-off, although the Club defence line played up brilliantly. Soon after the commencement, both goal keepers were called upon to save a few stingers. Latcham then made a solo effort and brought the leather within shooting distance, but the ball went wide.

From the goal kick, he again got control of the ball and centred nicely, but Earley was not there to put it in. The soldiers tried several long shots but all to no avail.

Just before half time, the Club made a rush on the Sets' domain, and a stinger was sent in by Fowler. It looked a "sure thing," but it was spoiled by one of their men being off-side, there was no score in the first half.

Five Goals Scored.

In the second half, the Sets were all over the Club-line, and the ball was kept at their territory until no fewer than five goals were scored.

After five minutes play, Guest drew the first blood for the Sets from a centre from the right. Denmead added the second goal from a corner kick from left. Several attacks followed, and, in the mire, Latcham increased the score to three. Guest again came to the fore and piled on the fourth, and not to be outdone, Denmead made it to five before the whistle went.

Final score: Somersets 5; Club 0.

ARGYLLS PUT KOWLOON IN THE SHADE.

Playing on their own ground at Chatham Road, the Kowloon Second XI were defeated by the Argylls and Sutherlands' second string, by two goals to one. All the scoring was done in the first half, when King, the pivot of the visiting team, netted twice, and Moss replied one for Kowloon.

The game was even with the soldiers showing better combination in the forward line. Kowloon fell away towards the end, and only the over-eagerness of the Argylls, who were continually pulled up for being off-side, saved Kowloon from a heavier defeat. The final whistle blew with the soldiers attacking.

The teams were:-

Kowloon: Angus; Haast, Perry; Smith, J. Hawke, Everest; White, Moss, Simpson, Bickford and Coton.

Argylls: Fairbrother; Docherty, Doherty; Paton, Fraser, McDonald; McKenna, Wylie, King, Cannon and Maxwell.

By winning yesterday, the Argylls avenged a defeat they suffered last week at the hands of Kowloon in a friendly game, and furthermore, with their initiative appearance in the League, they have commenced well and should go far.

DIVISION III.

S. CHINA "B" v. FUKIEN CLUB.

South China "B":—Luk Fook-wah; Pang Kam-hung, Yiu Kan-ping; Chu Fook-to (Capt.), Cheung Yiu-nam, Tao Kau-fook; Liu Kong-kim, Tang Hon-shing, Young Shiu-yik, Ng Tim-fat, Choung To-kwong.

Fukien Club:—Fong Shiu-ke; Ma Ping-choy, Chow Wah-sang; Ma Ping-fong, Tsang King-ki, Wong Tim-chol; Hon Sun-chi, Chan Wing-

kong, Tan Chan-ka, Leung Chiu-man, Tao Tak-kong.

Referee: Sgt. Vickery.

This game was played on the Chinese ground and commenced at 3 p.m. The Fukien Club were unfortunate, for although they played as good if not better football than their opponents, unfortunately lost by the only goal scored.

South China, however, must be congratulated on their win, and Ng Tim-fat in particular on his lucky goal that gave his side the match. This goal was scored in the first half, and Fukien tried hard to equalise but failed.

Result: South China "B" 1; Fukien Club 0.

R.A.O.C. v. R.A.S.C.

R.A.O.C.:—Byers; Sanders, Mc-Crory; Jackson, Walton, Bayly; Dixson, Wells, Samson, Moran, Sands.

R.A.S.C.:—Hodgson; Brennan, Slater; Ashman, Andrews, Hamer; Cole, Craigie, Ainslie, McCulloch, Doyle.

Referee: Cpl. Dimond.

This game was also played on the Chinese ground punctually at 4.30. Cpl. Dimond set the teams going. The R.A.O.C. certainly did start going to the R.A.S.C.'s goal and never stopped. They netted four in the first half, while the R.A.S.C. failed once to pierce their goal. Moran netted the first, then Sands did the hat trick, obtaining the second, third and fourth.

In the second half they did even better, scoring no less than seven, but Doyle made a determined effort near the end and broke the R.A.S.C.'s duck, scoring his side's only goal, on which he is to be congratulated.

Dixson netted the first goal in the second half, and Wells adding one more soon after. Sands then got going again performing the seventh, eighth, and ninth. Wells put the tenth to his credit, while Sands added the eleventh and his own seventh, a very fine performance on his part.

Result: R.A.O.C. 11; R.A.S.C. 1.

R.E. BEAT SOMERSETS WITH EASE.

The Royal Engineers defeated the Somersets in an interesting second division match at Chatham Road, by the odd goal in five, after being one goal in arrears at half time, when the score read two goals to one against them.

The Somersets had the better of exchanges at the commencement of play, and were not slow to seize their chances. Morgan replied for the Engineers, after they had missed a penalty given against the Somersets.

The second half saw the Engineers slowly but surely swing the game in their favour, and Hembury netted the equaliser shortly after play had recommenced.

They had the Somersets packed in

their own half, and were a continual source of worry to a weakening defence.

Towards the end, the Somerset defence again infringed the rule by handling, and a penalty was awarded against them. Grosvenor took the shot kick for the Engineers, and made no mistake and put his team deservedly in the lead.

The game ended with the Engineers having things practically all their own way.

R. A. F. LOSE IN A SCRAPPY GAME.

On the Raco-ro ground at King's Park, Ewo defeated the R. A. F. in a scrappy game by one goal to nil. A faulty mis-kick by the Air Force defence in the first half let in the inside left of the Chinese team, who sent a tame shot that could easily have been saved, but in the excitement, the R. A. F. custodian failed to grasp the ball properly, and it slipped over the line.

The second half saw an improvement in the standard of play, and exchanges were fairly even. In comparison with Ewo, the R. A. F. forward line lacked cohesion, with the result that, although opportunities were there for the taking, they slipped by unexploited.

The defence of both eleven played strongly, and some hard kicking was indulged in. Mid-field play with alternate raids to both ends featured the game until the final whistle blew with the Air Force attacking.

LOCAL BASEBALL.

Filipinos to Meet South China To-day.

POSTPONED MATCH.

Inability to field representative sides was the cause of the postponement of the fixture in the Baseball League yesterday.

"Fans," however, will be amply compensated for their disappointment by a visit to the Caroline Hill diamond to-day, when a double-header will be staged.

At 1.30 p.m., the Filipinos and the South China will line up for their little argument which will be immediately followed by the Japanese-Texaco bout.

BUSINESS OPPORTUNITY.

CLASSIFIED Advertisements, set up in this style and inserted in "The Hong Kong Sunday Herald," are speedy and effective in procuring results. Rate 50 cts. for 40 words for one insertion. Bring yours in to 24, Wyndham Street or "Phone 2461."

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Road, Kowloon.



LITERARY STATESMEN.

The man of affairs in Britain has often been the man of letters and the recent passing of A. J. Balfour is a sad reminder that one more literary statesman has gone from us, and that our stock is rapidly diminishing. Often in the past the art of letters and the craft of statesmanship have been curiously interwoven, and it is our proud record to have had Premiers, again and again, who have excelled in writing as well as in governing. (writes Charles Paulin in the Newcastle Weekly Chronicle).

Mr. Balfour's "Philosophic Doubt" was straightforward and sincere, and though his subject may have given his critics opportunities for censure and complaint, there was never any quarrel with the quality of the work. The style conveys to the reader the impression that the book was written with thoughtful and careful preparation, and we know that preparation is akin to inspiration.

Few Poets.
Our present Premier, Ramsay MacDonald, has turned his pen to good account in his book on Nationalisation, and to him the economic side of life has made the largest appeal. Mr. Gladstone, on the other hand, wrote mostly of religious and social topics. Few Prime Ministers have indulged the poetic vein, the lure of facts and figures, calculations and Blue Books seeming to have gripped them to the utter exclusion of lighter literature. Disraeli is a possible exception, he being one of those who wrote wonderfully well while actually in office, and who, amid the cares and responsibilities attendant upon steering the ship of State, could yet find time to devote to the gentler art. His novels were read avidly in his day, and although there is little time nowadays for "three-deckers" they are still a useful acquisition to the shelves of any library. "Endymion," "Coningsby," and "Sibyl" are good to dip into, if only for the pictures they contain of contem-

AN INTRODUCTORY HISTORY

By A. H. CROOK, O.B.E., M.A.

W. L. HANDYSIDE, M.A., B.Sc.

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bers trooping back to the benches. His literary work alternated largely with his periods of office, and when the Whigs were defeated Macaulay would immediately turn to making more books, till such times as his services were again requisitioned by the State. Horace Walpole was undistinguished as a politician, and his family will rest more upon his written work than upon his parliamentary career. He will be remembered for his "Castle of Otranto."

Chesterfield is undoubtedly better known for his famous "Letters" than for his political activities, although it may safely be said that he was a brilliant statesman

HIDING FROM PRESS.

'Anonymous' Publishing Co. Explains Why.

Paris, August 7. A new publishing house, Carrefour Editions, has opened in Paris, and issued its first book with the title of "Anonymous." The founders of the business admit in a circular issued to the Press to American citizenship, but refuse further to divulge their identity.

"Anonymous" explains the policy which they intend to follow. The strictest anonymity will be observed in all publications. By this means the promoters hope to put an end to the "infernal personality-mongering" which, they say, is such a degrading feature of modern publishing.

Many of the greatest works of art in the world, they observe, the Gothic cathedrals of Northern France, the Winged Victory, and the Authorized Version of the Bible, are to all intents and purposes anonymous. To-day more than half of any artist's energy must be employed in gaining and holding recognition for himself.

By renouncing his name he will be free to employ his energy in the more congenial task of living the life which suits him best—that is, of course, if the intrinsic merit of his work is sufficient to obtain recognition and enjoy popularity without the support of personal publicity.

Mr. Cronwright Schreiner is already known in the literary world as the biographer of his wife, Olive Schreiner, who wrote the famous "Story of an African Farm." "Her South African Ancestors," and a new book by him appearing with Philip Allan, is the chronicle of an old South African family. Its pioneers were also pioneers in Cape Colony, for they landed there early last century.

as well as a dignified writer. Dr. Johnson's connection with the House of Commons was indirect. He was never a member, in fact was not permitted to pass its portals, yet he managed to report its debates. His method was to listen to the gossip of those who collected outside the House and upon this casual chatter he based his reports.

SPANIARDS ANGRY.

Cuban Ambassador's Book Resented.

Spaniards are not at all pleased with a book on Spain just brought out at Madrid by no less a personage than Dr. Garcia Kohly, the Cuban Ambassador.

The papers are highly indignant. The Imperial says, for instance: "Dr. Kohly responds to the constant proofs of courtesy and affection he has received from all Spaniards with remarks in very bad taste about Spain, whose only sin has been to try and make herself agreeable to him."

Whether or not the publication will have any diplomatic sequel cannot, of course, be said, but, at any rate, it is known that the book was discussed at a recent meeting of the Cabinet, pain and surprise being expressed at the poor opinion held by the Ambassador of the Spanish people in face of the speeches, breathing fraternity, that he has pronounced on various occasions.

AMERICAN POETESS.

The work of Emily Dickinson, the American poetess, was given a high place by some British critics, and she had an interesting personality. A life had an interesting personality. A life of her by Miss Genevieve Taggard is being published by Alfred Knopf. Miss Taggard had access to all the 1,200 poems which Miss Dickinson wrote, though only half of them have been published. Her book is also said to reveal the facts of a love romance associated with the poetess, but well guarded by her during her lifetime.

A book on "Horatio Nelson," which Jonathan Cape announces, takes a very new view of the great sailor. It is by two young writers, Mr. George Edinger and Mr. E. J. C. Neep and may be their first essay in authorship. We have set Nelson on such a high column, they declare, that nobody can see what he really is like. They argue that he was not only romantic but spectacular, and that he played with the idea of suicide to get him out of his sentimental tangles. Trafalgar gave him this opportunity, and, definitely courting a spectacular death, he found it.

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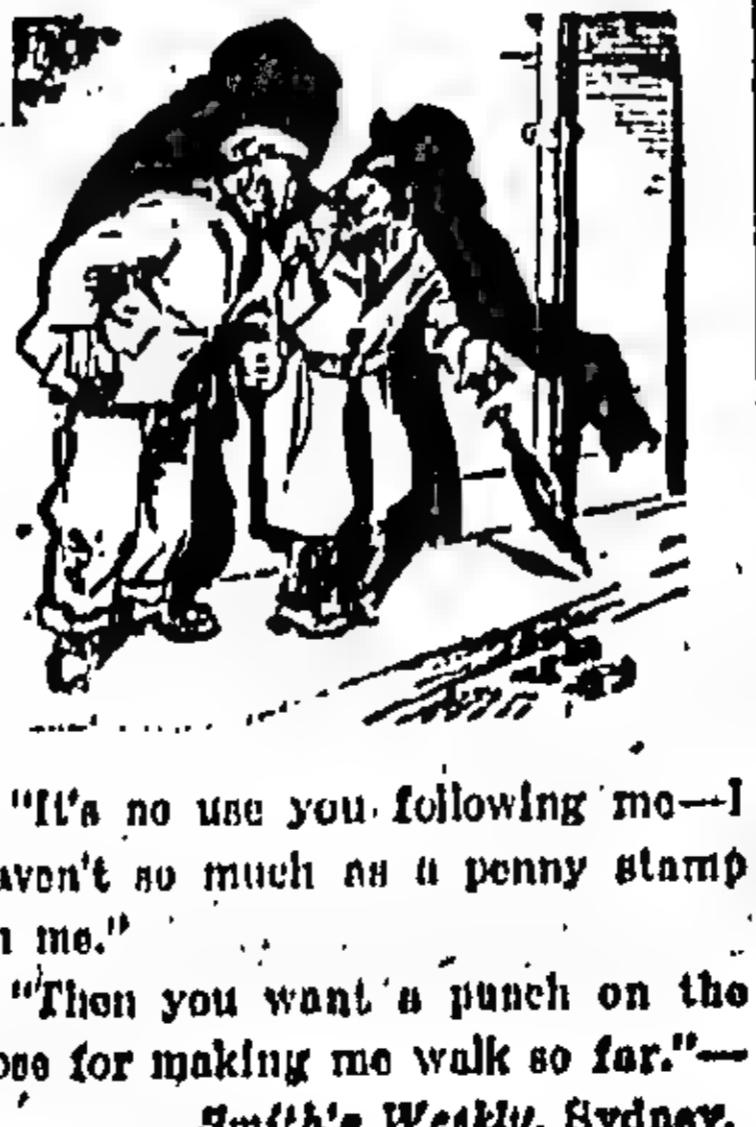
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"Then you won't punch on the nose for making me walk so far."

Smith's Weekly, Sydney.

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THE WISHING WELL

Peter was such a long time going to sleep that Mummie lit a candle and left it alight. It could only have been a minute or two after that when Peter heard a tapping on the window-pane.

He sat up in bed and saw a goat peeping at him through the glass. "It's old 'Nancy's' Billy," he cried. Billy ducked his head and tapped again.

So Peter ran to the window. "Jump on my back," the little goat said, "and I will take you to the wishing well."

"Why, where's that?" asked Peter, very much astonished; "and what can I wish for?"

"The Wishing Well is in the Dragon's castle," answered Billy, "and you can wish for anything you like. But you must be quick if you are coming. When the tower clock strikes twelve, the giant comes out."

"But it's so dark!" said Peter. "Nonsense!" exclaimed Billy. "Bring your candle if you're afraid."

Peter picked up the candle, sprang on to Billy's back, and one big hop over the window ledge took them out into the darkness.

What fun it was! Peter wasn't afraid of the darkness very long. He began to question Billy about the giant's castle.

"It's a huge place," Billy told him, "just behind the wood. The most exciting thing about it is the Wishing Well. You just kneel down and whisper a wish into it, and whatever you ask for, you get."

"Anything?" gasped Peter.

Billy nodded. "You can ask for anything you like and you'll get it—whatever it is—if the giant can't stop you. That's what he's there for, you know."

"Oh!" said Peter. "You needn't worry about him."

"All we've got to be careful of is to get back over the drawbridge before the clock strikes midnight."

"Is there a drawbridge?" asked Peter. "I've never seen one. And, if there is a drawbridge, of course there is a moat—I should like to see a moat!"

"Look ahead, then!" said Billy.

Peter looked. There was the

YOU DO NOT LIKE THIS!

Connect the first numbered dot to the second numbered dot and so on until you reach the 4th numbered dot. What do you see sketched before you?

It should look like a favourite of Daddy's.

P. I. TRADE.

Trial Trips of New Steamer.

THE MAYON.

On October 27, the new s.s. Mayon of the Philippine Inter-island Steamship Company will arrive in Manila and will thereupon inaugurate regular service in the inter-island trade. She is an unusually trim craft and of the latest approved design for tropical service. Her dimensions are 340 feet long between perpendiculars, moulded breadth of 50 feet 3 inches, and moulded depth to the Main Deck of 17 feet 9 inches. When loaded to 15 feet, the s.s. Mayon will have a dead weight of 1,500 tons. She has a speed of 21 knots and will be maintained on an 18-knot schedule in the inter-island service. Advice just received from the builders, Vickers Armstrong Ltd., Barrow-in-Furness, England, state that the s.s. Mayon has passed her builders' and owners' trial trips in a most satisfactory manner and will sail shortly for Manila via Suez.

The s.s. Mayon is a three island type packet with crew quarters forward, first class passenger accommodations midships, and deck passengers aft. She has accommodations for nearly 100 first class passengers. The accommodations throughout the ship are of the very latest design, and staterooms having private or connecting tub or shower baths and toilet predominate. The staterooms themselves are unusually spacious and are equipped with beds, not berths. Each stateroom is an outside cabin and accommodates two people. Hot and cold running water is a part of the equipment of each room, in addition to call bells, reading lamps, ward robes, thermos bottles, fans, etcetera. All plumbing equipment is of latest American type.

Another innovation of the s.s. Mayon is the series of single staterooms to accommodate persons travelling alone and not wishing to share accommodations with another person. These staterooms are certain to be very popular.

Three decks of the s.s. Mayon are devoted to first class passenger accommodations. Under the Bridge Deck is the upper Lounge, a spacious comfortable room, extending the full width of the ship with windows facing not only the bow but both port and starboard sides of the ship. The furnishings and equipment of this Lounge are of quality heretofore unavailable in inter-island travel in the Philippines. On this same deck are the Smoking Room, a Beverage Room, and 12 single staterooms. On the Promenade Deck is the lower Lounge, an elaborate and spacious as the upper Lounge. This may be cleared of furniture for parties and for dances. On this deck is a suite consisting of sitting room, bedroom, and bath. The comfort and luxury of these superior accommodations will be a welcome innovation in the Philippines.

The s.s. Mayon is so constructed as to take advantage of all natural ventilation, a feature that has been badly overlooked in many ships operating in the tropical trade. It is pointed out by the Philippine Inter-island Steamship Company that operating the s.s. Mayon at an 18-knot speed will prove a most comfortable cooling ventilation system throughout the ship. In addition to this feature, all passengers' quarters and accommodations are constructed of Philippine mahogany and teak. To aid in the coolness and comfort of the vessel, in addition to the accommodations already described, there is an open promenade around the passenger accommodations on this deck. On the main deck of the ship is the Dining Room which will accommodate the entire first class passenger list at one sitting. Passenger accommodations complete the facilities of this deck.

The s.s. Mayon is propelled by twin screws driven by two sets of single reduction geared turbines, of the Parsons type, having 6,000 shaft horsepower. Each set of turbines combines high pressure and low pressure arranged in series. Steam is supplied by four Babcock and Wilcox water tube boilers working under a pressure of 225 pounds per square inch. The fuel used is oil. Because of her turbine engines, the s.s. Mayon will be vibrationless and will add much to the comfort of the passengers. She has been built to the latest specifications of Lloyds and the American Bureau of Shipping.

The s.s. Mayon will be under Philippine Registry and will operate on a weekly schedule from Manila alternately one week to Cebu, Zamboanga, Ilolo, and return to Manila, the next week from Manila to Ilolo, Zamboanga, Cebu and return to Manila.

Without question, the s.s. Mayon will be the finest, fastest, and most luxurious liner in the inter-island trade. Before going into regular service, the ship will be thrown open to public inspection at Manila and at all ports of call.

The most recent announcement of the owners, the Philippine Inter-

(Continued on next Column)

CYCLE-RIKISHAS.

London Writer's Story of Hong Kong.

AN ENTERPRISING MERCHANT.

A writer obviously labouring under imagination has contributed an article to a London weekly all about Hong Kong. It is headed "Something New in Taxis." The Chinese bring their rikishas up to "Dots," and is accompanied by a picture of a Chinese, obviously from his dress a Northerner, pedalling a bicycle, with a riksha as trailer in which is a short-skirted foreign woman. The article follows:

It hadn't been for the inventive mind of a British bicycle merchant, who has a shop in the foreign quarter of Hong Kong, the rikisha men of that and other cities in China would still be playing the roles of human horses. As for centuries past, they would be running between the shafts of their light two-wheeled vehicles which tourists visiting the Orient jokingly refer to as "Chinese taxis."

Nearly a Riot.

The day that he appeared on the streets of Hong Kong with his modernised rikisha he created a sensation—and nearly a riot among his fellow taxi-pullers. They were jealous of his comfort and speed, and they objected strenuously to the radical change in the country's ancient means of transportation. The gods, they shouted and their honourable ancestors, would be displeased by such an innovation. And they determined to mob the rikisha man and wreck his ingenious apparatus.

But the offending modernist was also a diplomat, and, instead of using his nerve or pedalling madly away from his would-be assailants, he calmly explained to them the comfort and financial advantages of such a machine and invited them to ride on it. Before he bought the apparatus, he had prostrated himself before the spirit of his esteemed ancestors, and had been assured by them that they looked with favour upon the new-day rikisha which it was a happy privilege to introduce.

Elegance.

His elegance impressed the other rikisha men and before the "demonstration" was over six of the men were on their way to the bicycle dealer's shop bent upon equipping their own leg-drawn rikishas with speedy bicycles.

To-day China boasts something like a hundred such machines, and the Hong Kong cycle merchant has more orders than he can fill. He does not believe that the man-drawn rikisha ever will become obsolete because of his practical idea of combining it with a bicycle for he knows that there are many coolies who never will have money enough to buy a bicycle, even if they were disposed to "go modern." But he contemplates the sale of several "hundreds" of simple but practical invention.

One British motor-cycle manufacturer, inspired by the success of the Hong Kong bicycle dealer, is already planning to introduce the mechanical rikisha in China which he believes will be a fruitful market for his product after he cooler become accustomed to sitting down at their strenuous jobs.

The writer of the above seems to have developed droopy on the brain!

Island Steamship Company, is the appointment of the Robert Dollar Company as Managing Agents, of which Mr. H. M. Cavender, of Manila, is Resident Agent.

A handsome model of the s.s. Mayon is now on display in the window of Heacock's at Manila and attracting interested crowds.

CANADIAN NATIONAL S.S. SERVICE.

New Tri-City Line in Operation.

EFFECTIVE SINCE AUGUST 12.

The local office of Canadian National Railways announces the recent inauguration of the Tri-City Steamship Service operating between Vancouver, Victoria and Seattle. This service was effective on August 12.

The Prince David arrived at the port of Vancouver from England on August 3, after completing a 9,000 mile voyage in exactly 24 days. This ship is the second of three new vessels to be constructed at the shipyards of Cammell Laird, Limited, for service on the Pacific Coast. The Prince Henry, first of the new series, is in the Alaskan service. The Prince Robert, the third, will be added to the fleet within the next few months, and will be operated between Vancouver and Seattle.

Each afternoon, the Prince

David leaves Vancouver at 2 o'clock. She arrives at Victoria at 5:45 p.m. and at Seattle at 10:40 o'clock. Returning, the ship sails from Seattle at 1 a.m., arriving at Victoria at 7 a.m. and at Vancouver at 12:15 noon. Captain H. E. Nadden is in command.

These new vessels are larger and faster than others. In the service, and in speed, size and comfort, are declined to exceed any similar vessels, on the Pacific Coast. Each has accommodation for 332 first class passengers, including staterooms; de luxe rooms with tub bath; and two-passenger rooms with single bed, pullman upper berth, and shower-bath. The remainder of the rooms accommodate two or three persons—in bed, pullman upper berth and sofa bed.

Public Rooms.

Automatic private exchange, with intercommunicating telephones, serves all de luxe cabin and suite rooms, and is connected with land telephone system on arrival at ports.

The public rooms are spacious and handsomely decorated, a special feature being the large observation room on the promenade deck with generous window space and unobstructed view. Other features include a beauty parlour, barber shop and a novelty and confectionery shop.

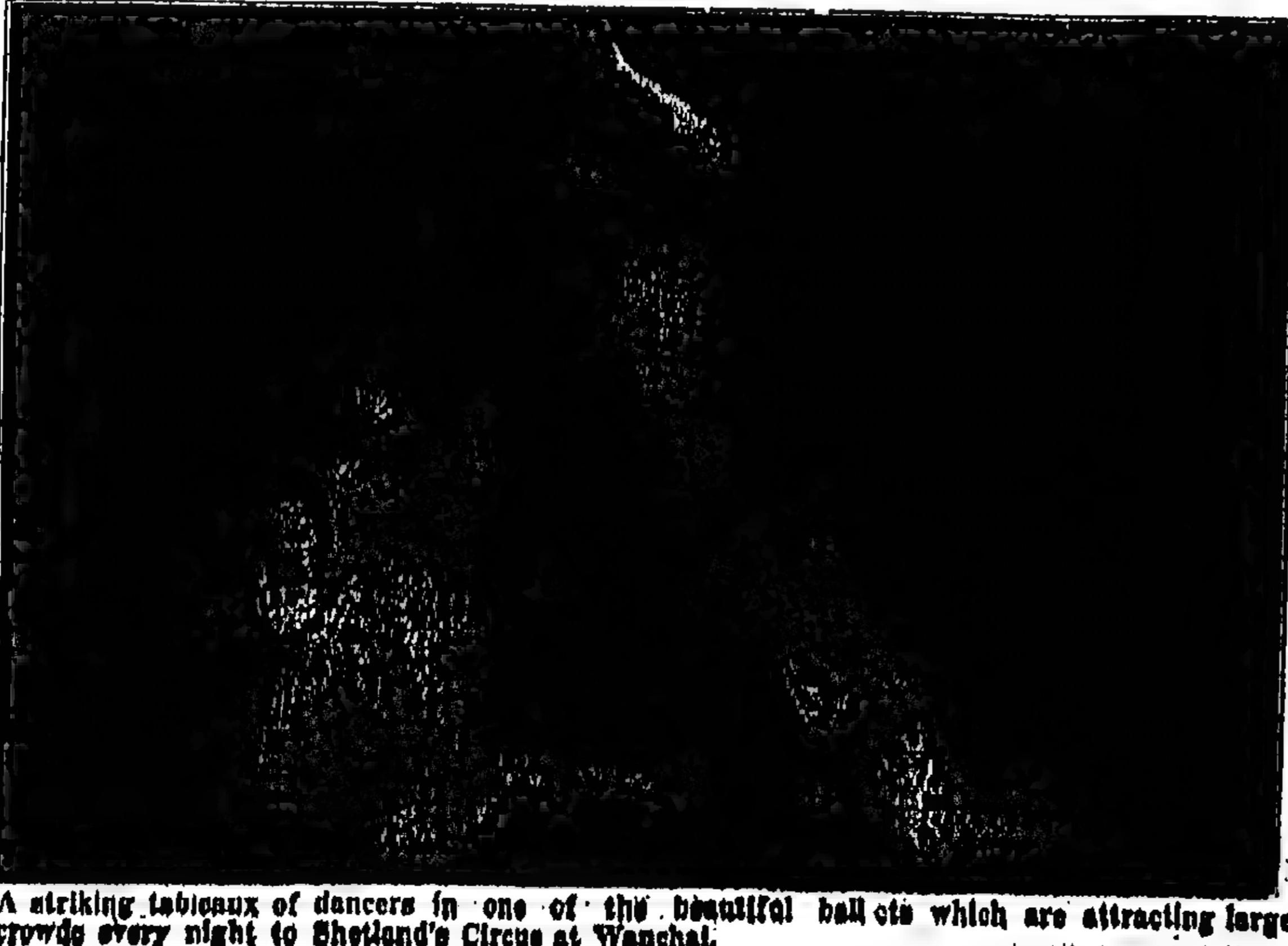
The Prince David and her new sister ships are equipped with the most modern receiving and transmitting wireless apparatus, and are also equipped for the reception of radio broad-casting and the transmission of recorded music for the entertainment of passengers in the dancing spaces, lounges and other public rooms.

In Vancouver, convenient connections are made with Canadian National sailings for and from Prince Rupert, Ketchikan, Juneau and Skagway; and also with Canadian National through trains "The Confederation" and "The Continental Limited" for and from Jasper, Winnipeg, Chicago, Toronto, Montreal, etc.

Arriving Victoria, either south or north bound, there is sufficient time for viewing the City or transacting brief business during the boat's stay in port. North-bound, the passenger from Seattle, arriving in early morning, may spend the day sightseeing or golfing, and returning leave Victoria at 7 p.m., thus combining a delightful boat trip with a day's golf or sightseeing, in week-end excursion up the Sound.

Canadian National Steamships docks are located in the heart of the business sections of Vancouver, Victoria and Seattle, convenient to the principal hotels, and the docks and stations of connecting lines.

Shetland's Circus.



A striking tableau of dancers in one of the beautiful halls in which are attracting large crowds every night to Shetland's Circus at Wanchai.

ROSARY CHURCH.

Feast of Our Lady of the Holy Rosary.

PROCESSION TO-DAY.

The following is the Programme for to-day, the Patron Feast of the Rosary Church:—

1. Boy Scouts.
2. St. Louis Industrial School Band.
3. The Banner of Our Lady.
4. Girls Scattering Flowers.
5. Knights of the Blessed Sacrament.
6. St. Joseph's College Apostleship of Study.
7. Chinese Catholic Young Men Society.
8. St. Joseph's Confraternity.
9. St. Margaret's Banner.
10. Apostleship of Prayer Hong Kong and Kowloon.
11. Beams of The Mysteries of The Rosary.
12. Cross of The Confraternity of The Rosary.
13. Chinese Catholic Young Women Society.
14. Congregation of St. Aloysius.
15. The Children of Mary.
16. Girls Scattering Flowers.
17. The Clergy.
18. The State of Our Lady.
19. The Knights.
20. Ladies' Apostleship of Prayer.
21. The Band.
22. The Consul and The Knights.
23. Ladies' Apostleship of Prayer.
24. The Band.
25. Boy Scouts Bear-Guard.
26. The Faithful.

Hours of Service.

First Mass at 6:30 a.m.

Second Mass at 7:30 a.m.

Third Mass at 8:30 a.m.

Solemn Pontifical Mass at 9:30 a.m.

Recitation of the Rosary, Procession, Sermon and Benediction, 4:30 p.m.

MAJESTIC THEATRE.

Inaugurates Talkie on "Double Ten" Day.

KOWLOON ENTERPRISE.

Friday will be the day of the "Double Ten," the anniversary of the foundation of the Republic of China twenty years ago, and the enterprising management of the Majestic Theatre have wisely chosen this auspicious day to introduce the "talkie" to Kowloon, offering as the opening attraction "Broadway Babes," a tuneful picture with gay, catchy song hits specially composed for the production. These songs are so haunting that few can resist them and it's a bet that every one will soon be whistling or humming this tunes.

A full house is assured the Majestic on Friday, because besides the attraction which "Broadway Babes" offers, which few can resist, holiday-makers among the Kowloon residents will undoubtedly welcome the opportunity of going to a talkie without the inconvenience of having to cross the harbour, not to mention the rush for buses to get to one on Friday, or for boats to get to one on Saturday.

The management of the Majestic have shown regard for the large proportion of this Colony's population who live in Kowloon by going to great expense to turn their theatre into a talkie house. More, they have shown their faith in the support of Kowloon's movie fans, and we feel sure that this faith is well grounded. The venture is one which well deserve the goodwill of Kowloonites, and it's up to them to show their appreciation by rolling up in full force to the Majestic on Friday and every day after that.

Business Opportunity.

CLASSIFIED Advertisements set up in this style and inserted in "The Hong Kong Sunday Herald," are speedy and effective in procuring results.

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CHARITY BAZAAR.

Precious Blood Convent Annual Fete.

HELP WANTED.

The annual charity bazaar and fete of the Precious Blood Convent will be held this year at Wah Yan College, Robinson Road on Saturday and Sunday, October 11 and 12. The Committee are now busy making preparations for it. Souvenir tickets at \$1 and \$2 each, which are exchangeable for prizes on the bazaar day, can now be obtained from the Hon. Secretary, 11 Arbuthnot Road.

It will be remembered that in past years many local firms and kind-hearted gentlemen and ladies very generously gave donations and contributions. The Committee therefore hope that the public will again come forward to help a deserving cause.

The Precious Blood Convent, occupying an area of 40,000 square feet at Shamshui Po is a home for hundreds of orphans and decrepit persons under the care of a noble band of Sisters. In addition, the convent has already opened many schools to educate poor children. The Sisters of the Convent depend annually on the proceeds of the bazaar.

TO-DAY'S VIEWS.

Extracts from the Home Press.

Facing Facts.

The modern industrialist cannot kick against the pricks of progress. He must get on or go under. None of us want to pay sixpence for a certain object made by old-fashioned methods when we can get the same thing for a penny made by modern methods. It is facts such as these the working people of Britain must face. Let them face them to-day.—Daily Dispatch.

Railwaymen's Wages.

A month ago the National Union of Railwaymen, at its annual conference, instructed the Executive Committee to draft a new programme of demands to be presented to the railway companies when what is known as "the true" comes to an end in November. To-day the result of the committee's labours is given to the world, and no one will be unprepared to hear that they propose an extremely heavy addition to the railway wages bill.—Daily Telegraph.

Significant Occasion.

The German Republic has just celebrated officially the sixtieth anniversary of the adoption of the Weimar Constitution which first gave to the German people the full measure of responsible Government.

The significance of the occasion was no doubt enhanced by the natural satisfaction felt by every citizen at the complete and final evacuation of the occupied territories.—The Times.

Doubtful Theory.

It may be that behind the trade unions' application for the five-day week lies the belief that to shorten hours is a safe way of reducing unemployment. This doubtful theory is a recurring one, and when one recalls that some years ago it was powerful enough to keep the Glasgow engineers out on strike for weeks, it is perhaps remarkable (and encouraging) that so little has lately been heard of it.—Manchester Guardian.

In Camera.

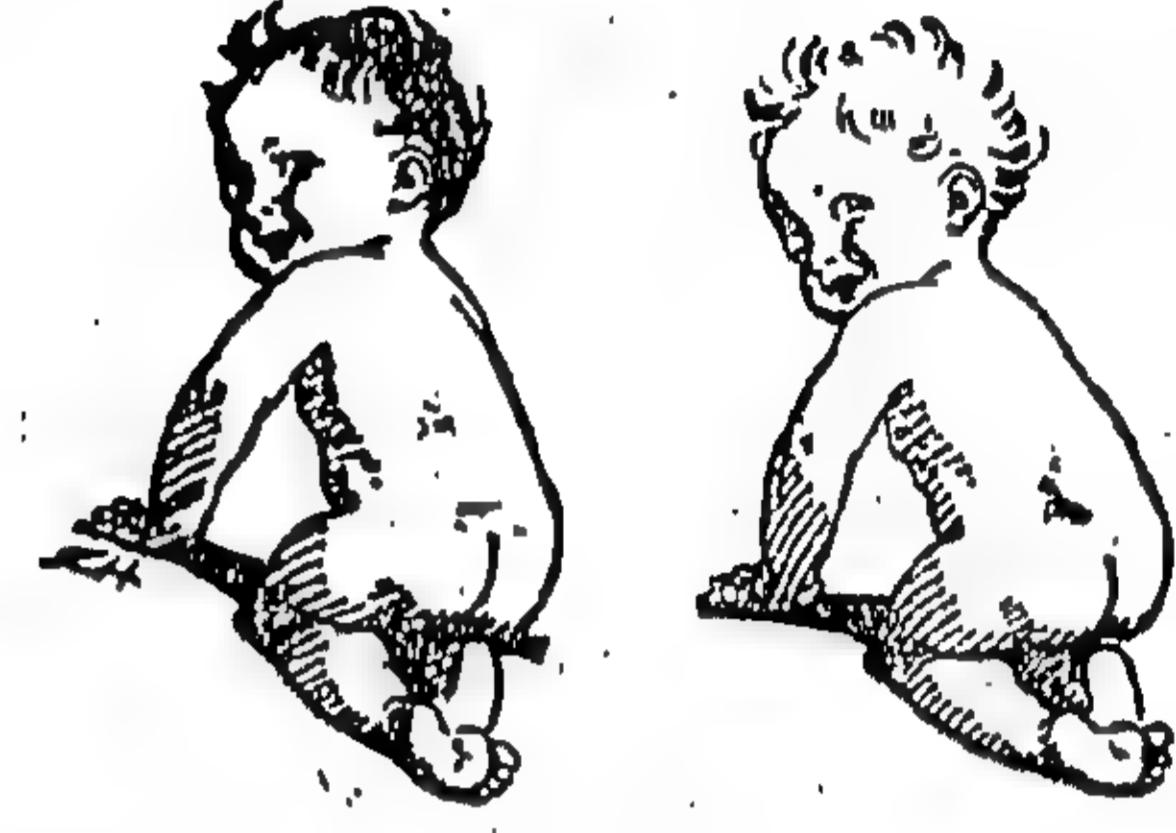
The leaders of the Miners' Federation at least do not believe in the Wilsonian maxim about "open covenants openly arrived at." To-day, when the crucial question of the present Conference comes up for debate, the sitting is to be private; just as the proceedings which made the question acute were veiled by the strictest reticence.—Morning Post.

"Yes, gentlemen, you have seen the name on the bottle, but by its excellent taste you would know it was

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Glaxo
with added vitamin D
Builds Bonnie Babies

Write for a free copy and for a sample to the local agents, W. R. Loxley & Co. There is also a special book for Mothers-in-law.

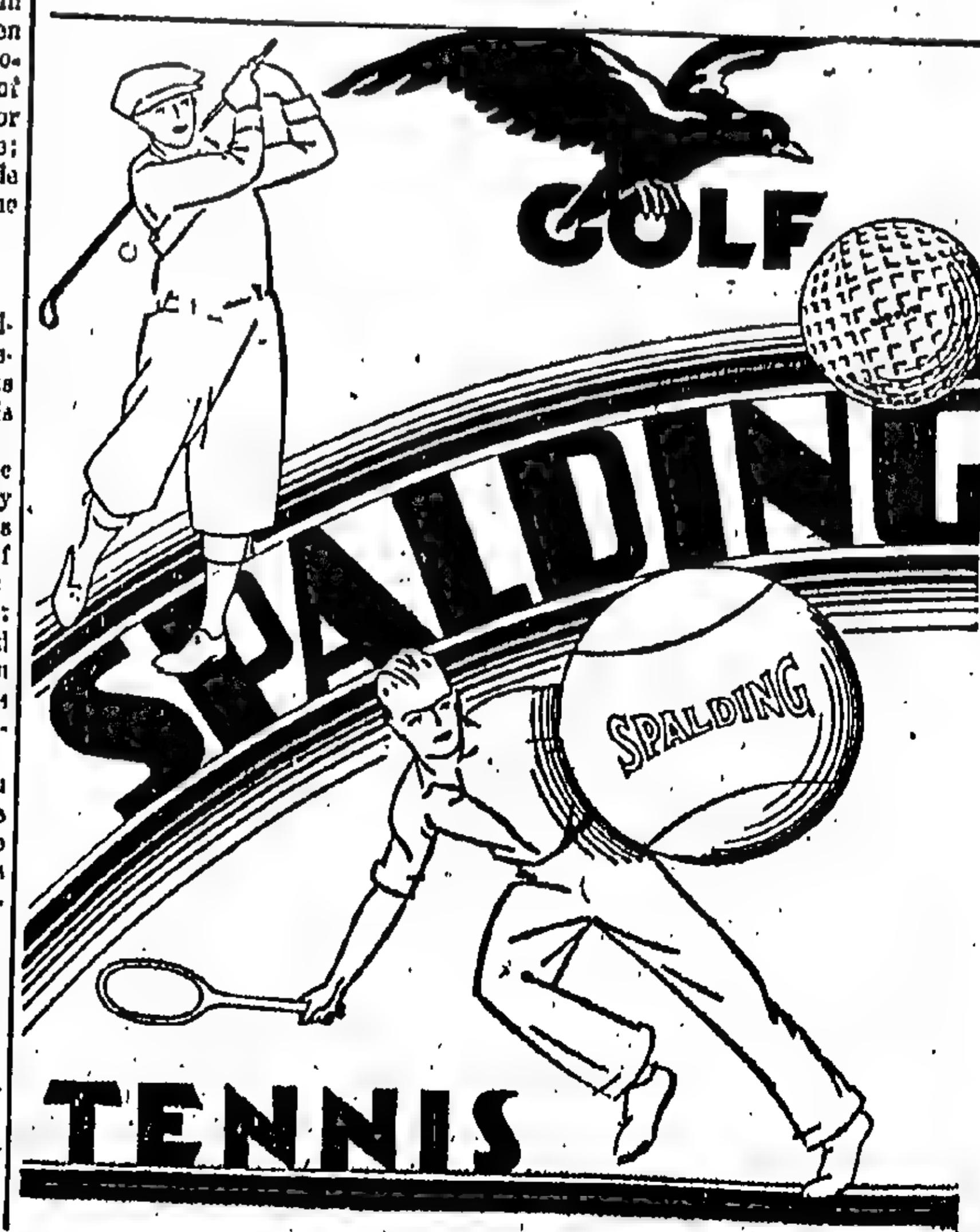
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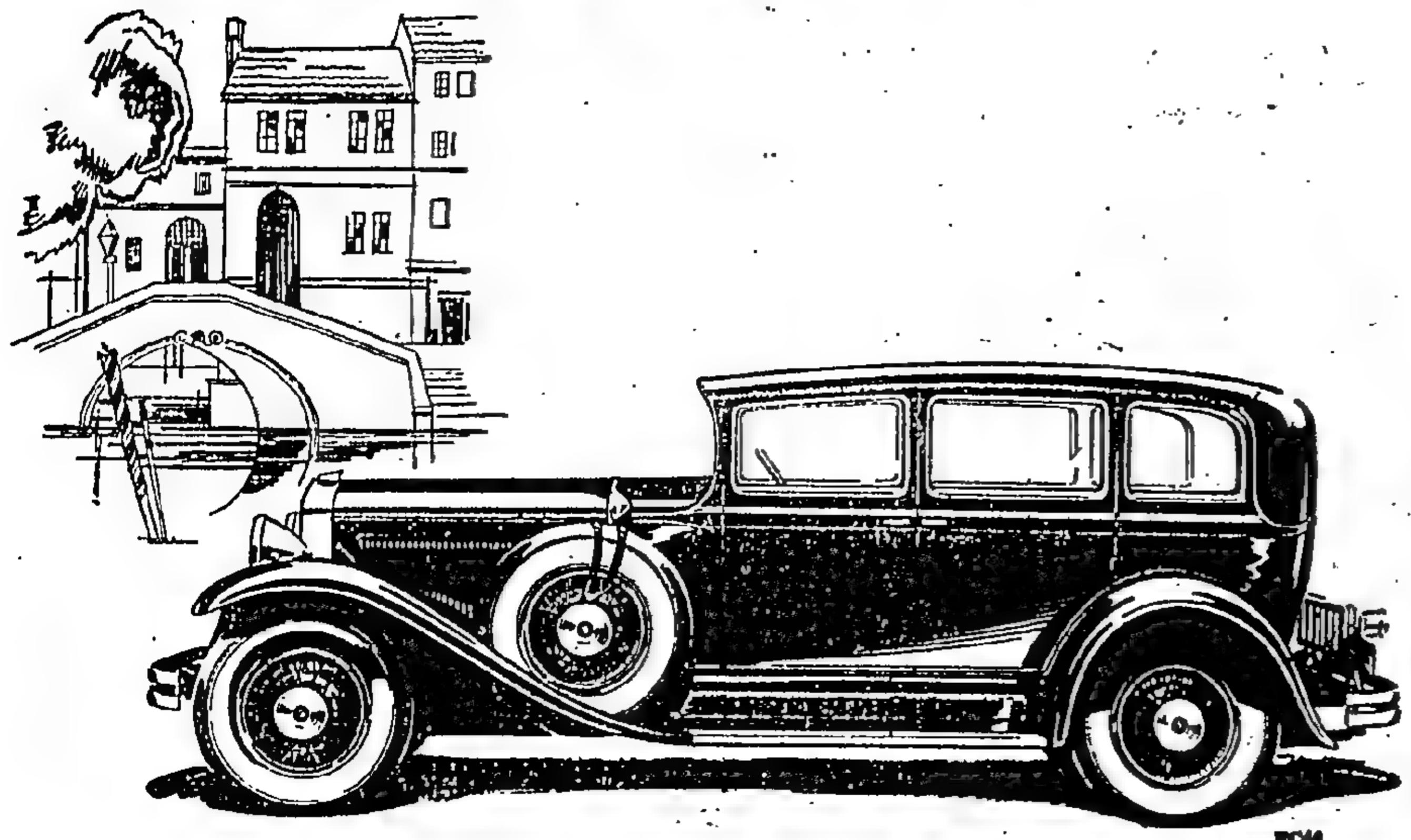
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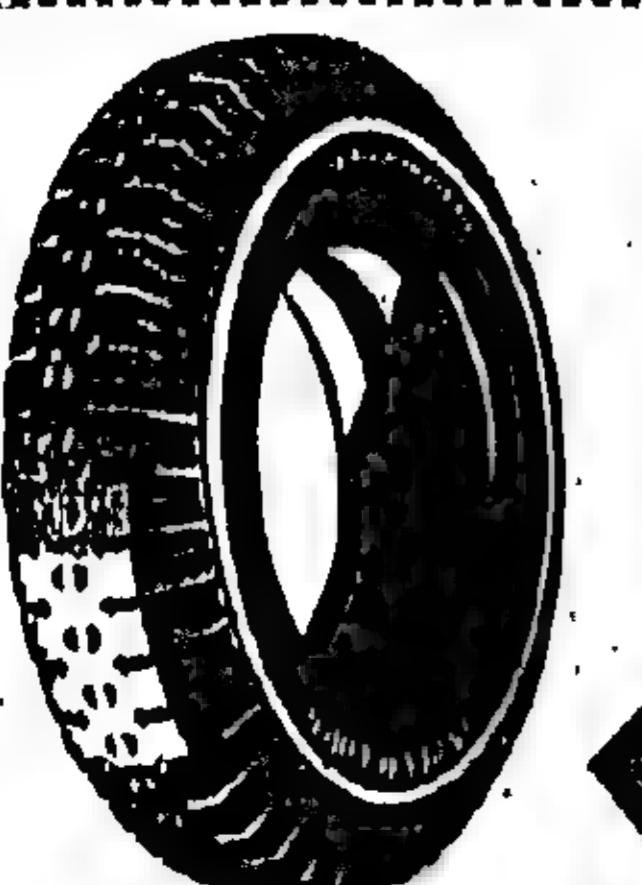


WORLD-WIDE preference for eight-cylinder motor cars hastened 19 manufacturers to introduce new eights at the last Paris Salon... more eights than sixes and fours combined were exhibited at the 1930 New York Show.

Studebaker triumphantly enters its third year of eight-cylinder manufacture with eights new to the moment in style and refinements... eights approved by 100,000 owners... eights seasoned in service and success. President, Commander and Dictator Eight, each bears the shield of Studebaker, a symbol of fine transportation for 78 years.

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INDIA SUPER TIRES

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AGENTS—HONG KONG

NON-SKID SURFACE.

New Discovery of Great Importance.

A correspondent of the Autocar writes: Sir Basil Peto has emphasised that it is to hard stone that highway authorities must look for the desired non-skid surface for our roads. It is generally recognised that the larger the quantity and the gauge of the stone used in the surfacing material the less tendency there will be for the surface to become polished; but the use of a larger size or proportion of stone means using more efficient binding material to maintain a strong but resilient mosaic surface—that is necessary for a mere mixture of grit or gravel.

Considerable adhesive and elastic qualities are needed, and I suggest that our road authorities should investigate the use on the Continent and in many places in this country of a binding material hitherto discovered in the Island of Booton, in the East Indies, which material, on account of its unusual consolidating properties and the fact that it can be used either by itself or to strengthen other binding materials, has received the unanimous commendation of the technical Press. This is a discovery which will help us to produce the non-skid road which is so desirable, and will also help us to get the best possible use out of our native stone.

NOT BEST SELLERS.

Public Prefer Saloons to Tourers.

That there is a very substantial number of small car enthusiasts willing to pay more than the rock-bottom figure for their vehicles is clearly shown each month, says The Light Car and Cyclecar, by the Ministry of Transport analyses of new car registrations which have indicated consistently in late even in the 8 h.p. class—in which the cheapest models are to be found—that closed cars costing anything from £10 to £25 more than the corresponding open models preponderate enormously in sales.

For example, during the month of May this year, when the weather was warm and sunny and when there was the promise of plenty of fine weather to come, 3,234 saloons of between 7 and 8 h.p. were sold and only 847 touring models, whilst amongst cars taxed at £7 the number of saloon sales was 247 and tourers only 43, in spite of a price difference of £20 in favour of the latter. It is a common feeling in the trade that first cost is still a matter of the very greatest importance—that, in fact, the cheapest car is necessarily bound to be the best seller. Such a view is hard to reconcile with the undeniable fact that when offered cheap 7 h.p. tourers nearly six times as many people even in the month of May prefer to buy comparatively expensive saloons.

SOME HINTS.

When Speeds Hogs Are Slowest.

The Hon. Mrs. Victor Bruce writes:

I suppose we all realise if we indulge the lust for speed unduly, the result is going to be costly in a variety of different ways. That, however, does not deter us!

Tires will last only half the mileage of those on a car which is normally run at moderate speeds, and only occasionally allowed to go all out, while the engine and the whole of the mechanical portions of the car are booked for a short life, though a gay one.

But as I have already dealt with this theme, I will not enlarge upon it now. The idea in regard to speed that I have in mind at the moment is the childlike way in which most of us—even those who ought to know better—chortle if we are able to pass an obviously more powerful car, quite regardless of the fact that the driver of the other is merely ambling along, and could probably make rings round us if he chose. It may be, as I say, that he is deliberately idling peacefully along; or, on the other hand, it may be (and this is what one likes to think!) that one's own car is so cleverly driven, whilst the larger car is being handled expertly, that the advantage really does lie with the smaller vehicle.

Practice That Pays.

In fact, experienced drivers do what they can, and do perform any given journey, especially if it includes a fair amount of heavy city traffic, in almost exactly the same time, no matter what type or power of car they may be driving. It is, in fact, the driving rather than the power of the car, which settles the average speed which can be accomplished.

This is a thought worthy of the novice's close attention, and should be an additional incentive to careful practice as a means to rapid progress, and it is one that is closely linked up with the question of safety on the road.

Perhaps the point about safety might be made clear. Suppose that a certain journey has to be made in a given time, involving fairly quick driving. Usually it will be found that the expert, taking advantage of the various wrinkles which are second nature to him, can maintain a steady speed without ever going really fast, whereas the novice, losing in traffic and on corners, time which longer experience will enable him to save, is forced into the position of having to keep his foot hard down if he is to run to schedule.

Art of Cornering.

If I could give a list of those "wrinkles" it would be helpful, but unfortunately the road is ever changing, and each combination of circumstances has to be dealt with instinctively as it arises—and, obviously, the knowledge and skill necessary for this can only be acquired by experience.

One little point I might mention, in regard to cornering, is that the speed of the car should be checked down to a safe pace before starting to turn the corner, and not after the turn has been commenced. In this instance, it is possible to accelerate hard, to the extent of changing to a lower gear, if really spectacular driving is preferred, so soon as ever the front wheels have begun to round the bend. Acceleration actually helps the steering wheel, and carries the car round.

Just how much acceleration can be given naturally depends upon the severity of the bend, and the possibility that there may be obstructions out of sight; and these things, as I have already said, must be dealt with on their merits in each particular case.

Hindered by Haste.

The course which I advocate is, of course, the exact position of that which the beginner would be most likely to follow without advice. He is in a hurry; therefore, he approaches each corner as fast as he dares, with the usual result that the pace on reaching the corner is a trifle too high, and the violent use of the brakes has to be continued all the way round.

This fact not only tends to make the steering unnecessarily heavy, but also causes considerable risk of a skid, even on a dry road. It throws a terrific strain upon the tyres, with the danger that one may burst or be torn off—and if such a thing happens on a corner to a car in not too practised hands, anything might occur. Finally, supposing that the car is negotiated safely, though clumsily, the speed of the car will have dropped to such a point that a change of gear is necessary in order to make it pick up again. Considerable time is lost, as well as energy wasted.

There are many similar points which the experienced driver knows so instinctively that he is not aware of knowing them—and consequently cannot impart his knowledge unless asked specific questions.

SPEED POINTS.

Educational Aspect of Motor Racing.

In a recent issue of a well-known British weekly a writer contributed an article with the avowed object of proving that the construction of ultra-high-speed cars, such as the "Golden Arrow" is undertaken solely for publicity, and affords no experimental information of any value to the designer of everyday motor cars, and that "nobody pretends that the records are of any genuine technical value to anybody."

That this view is erroneous becomes apparent to any one who has read extracts from the paper which Captain J. S. Irving, the designer of the world's speed record holder, the "Golden Arrow," recently read before the Institution of Automobile Engineers, Britain. In a plain, straight-forward manner Captain Irving explains the construction of the "Golden Arrow" in detail, and reveals the forces which act upon a high-speed car. The following are some of the more important facts which emerge during the reading of the paper. First must be placed the world-wide effect upon British prestige produced by the achievement of securing the world's speed records on land and in the air during 1929. Secondly, the aerodynamic or streamlining aspect of high-speed car design has become widely recognised through the work done by Captain Irving, and this will undoubtedly react upon the shape and construction of ordinary cars. As highways improve, cruising speeds will increase, and it will become impossible to put up with the inefficiency of current modes from the viewpoint of wind resistance.

A Summary.

The power needed to drive a car against this resistance depends, not only upon the pressure of the air upon the car, but is also proportional to the rate at which the car is travelling. After careful and perfect streamlining of the "Golden Arrow" it was calculated that at 250 m.p.h. it would take about 80 per cent of the power of the 100 h.p. engine to overcome wind resistance at this terrible speed, while in an ordinary saloon car, travelling at a speed of only 70 m.p.h., the same percentage of its power is used in overcoming wind resistance. No doubt car designers will be forced to study aerodynamics in connection with ordinary cars; it has a very great effect also on petrol consumption. Furthermore, direct information concerning various features of construction was obtained in the course of designing and building the "Golden Arrow," which may briefly be summarised as follows.

Clutch: This carried six times the unit loading ordinarily permitted, and to secure light control a Dewandre servo cylinder was employed; this method has since been adopted by a large Continental manufacturer for his big, powerful touring cars.

Steering: A complete invention was secured by novel methods (applicable to any car), such as the use of reading rods, duplicated steering controls, and friction pads under the steering heads.

Types: A great deal of knowledge was acquired by the Dunlop Co. bearing upon cord construction for tyre covers, of which many motorists will eventually reap the benefit.

Miscellaneous: Information, since utilised for ordinary cars, was obtained concerning the design of brakes, running fits for working parts, thermostats, and other items of equipment.

6,000 IDEAS.

Colossal Task for General Motors.

Further evidence as to the internationality of the automobile recently was made available in a report of the New Devices Committee of the General Motors Corporation showing that it examines an average of 6,000 new automobile devices a year, offered to the committee for adoption on General Motors cars by inventors from countries all over the world.

The flood of inventions, coming not alone from those countries upon the European and American continents where automotive manufacturing has seen its principal development, but from many countries without automobile factories, hastens the day when the automobile may be truly considered a child of the world and not of one or any half dozen countries as it was at its inception. In fact, the automobile at the present time has a truly international character, as is witnessed by the fact that the products of twenty-three countries go into the manufacture of a Chevrolet.

Only Few of Any Use.

Naturally, only a few of the 6,000 devices which the General Motors committee annually are found to be practicable, but the interesting point from the standpoint of the motorist is that the inventive brains of the whole world are beginning to be focused upon the happy task of providing him an ever better car at lessening cost.

The New-Devices Committee was organized as a central clearing house for all inventions submitted direct to General Motors Corporation. Instead of allowing a meritorious device to drift by a devious route through various channels, the New-Devices Committee sees that it goes direct to the person most concerned and with a minimum amount of delay.

All kinds of devices are submitted—some of which are very valuable and others that are not technically or economically sound. In order that nothing of merit will be rejected without proper consideration a very minute inspection is given every device.

Patented Ideas.

The Corporation is interested in receiving ideas or suggestions relating in any way to the manufacture or improvement of any of its various products. The great majority of devices submitted consist of articles or devices which have been patented or for which applications for patent are pending or are proposed to be filed, but frequently a device, article or idea is submitted which is not capable of any patent protection.

For this reason the Committee is loath to consider any idea or invention upon which its owner has not at least obtained the minimum of legal protection.

Inventors are promptly notified of the action of the committee and if the invention is of no interest they are so advised, but no reasons are ever given for such determination as experience has shown that discussions are not satisfactory to either side.

Should the invention be one of which the Corporation might be interested—the proportion of such inventions is very small indeed—the inventor is communicated with and before anything further is done an agreement is entered into with the inventor clearly setting forth the terms upon which the Corporation will undertake its investigation and the compensation it will pay the inventor in the event of its being used.

A Big Risk.

Typically the inventor focuses his attention on some part of a mechanism with which he is dissatisfied and usually adds a part to correct what he considers a faulty design. Rarely does he subtract something or simplify a part. If his invention "works" he is generally sure that he has discovered something greatly to be desired, but the fact that it "works" is not the only criterion of its value. It must meet the demands of production and sales and there is always a difference between "working" and being able to capitalize it at a profit. This failure to take into account the demands of protection and sales and economics in general, sometimes results in an unjustifiable waste of money and labour on the part of the inventor.

more bewildering than the Indian jungle, and quickly lost his way.

"This has been the worst experience of the whole trip," he said when he arrived.

Mr. Gill's trip began last May. "Perhaps the most thrilling part was when I encountered Bedouins in the desert of Iraq," he stated. "They were armed and warlike, and tried to attack me, but I frightened them off by 'revving' up the engine until it made a noise like machine-gun fire."

CAR COMFORT.

Absence of Rolling and Pitching.

Many motorists have wondered how improved riding comfort has been attained in the new cars recently offered to the public. Some have ascribed this improvement to larger tyres; others to the more general use of shock absorbers.

As a matter of fact it is due to better testing of the suspension of the vehicle in its trial stages by newly developed instruments.

For instance, there is a device styled the gyro-accelerometer, which measures every movement of a carriage and records it on a chart with decimal accuracy. Before the gyro-accelerometer and other such instruments were invented, most testing of cars for "pitching" and "rolling" (otherwise sideways) was the opinion of the test drivers. Now, instruments record in numerical terms the riding quality of the vehicle tested.

A See-Saw.

Pitching is caused by the front wheels travelling over an obstruction before the rear wheels, thus setting up a form of see-saw between the back and front axles.

Sideways or rolling occurs at right angles to the propeller shaft, so that the instrument to measure "pitching" may also be used to test "rolling" by turning it towards the sides of the car.

When cars are being tested for their riding quality, the gyro-accelerometer is placed on a small table in the rear. The instrument is not complicated and consists only of a small gyroscope, supporting framework, and a travelling scroll device, similar to a recording barometer. The gyroscope is set in motion with its axis pointed in the same direction as that in which the car is travelling to measure pitching, while it is turned at right angles to measure the amount of rolling.

The pencil which marks the record is mounted on the supporting framework. If the car pitches forward the gyroscope swings to one side a distance proportionate to the amount of pitch, and if the car pitches backwards the gyroscope swings to the other side. All movements are thus correspondingly recorded on the chart.

Poor Economy.

It becomes easy after this test for the maker to adjust the springs, shock absorbers and suspension components generally until the riding quality of the car attains the standard of comfort desired.

While medium pressure inflation of tyres has assisted in cushioning the road shocks, the bigger bumps must be absorbed by the springs and shock absorbers. At the same time adequate tyre surface is equally necessary so that the smaller inequalities of the road surface may not be felt by the passenger in the car.

A matter of great importance is the pattern of the tyre tread. Drivers are apt to forget that the chief safety factor of every car is the quality of the tyre to grip the road surface. Worn tyre treads presenting a smooth surface to the road are dangerous, and it is poor economy to risk life by using them. Wise drivers see that their covers are retreaded if the cotton fabric is uninjured or fit new tyres with a tread that properly grips the ground.

Safety demands great care in choosing tyres with a tread pattern which provides the best adhesion to the road. Motorists are far too prone to take any make of tyre that their local garage man or dealer offers, paying no heed nor even inspecting the tread pattern to see if it shows in its design plenty of corners or "teeth" to bite into the road surface and hold the car in its guided course.

Causes of Accidents.

Every day motor collisions are reported. Many of these when investigated by competent engineers have disclosed their cause to be due to (a) smooth, in place of patterns showing treads on some or all of the tyres, (b) pairs of tyres with different road-gripping values, and (c) unequal inflation of the pair of front and rear tyres.

In these days of increased speed and more powerful four-wheel brakes it is imperative that each pair of tyres—the front and the rear—should be inflated equally and have the same pattern and road-gripping tread. Otherwise the best adjusted brakes give unequal stopping power and, on application, produce accidents by causing the vehicle to skid.

BUSINESS OPPORTUNITY.

CLASSIFIED Advertisements, set up in this style and inserted in "The Hong Kong Sunday Herald," are speedy and effective in procuring results. Rate 50 cts. for 40 words for one insertion. Bring your in to 8A, Wyndham Street or phone 24041.

MOTOR NEWS
from Road & Showroom.

One Way Traffic.

A one-way traffic system has been introduced in Albert Street and Carr Lane, Birmingham.

So Very Moderate.

In the province of Ontario, Canada, the tax on a private car of less than 25 h.p. is only £1 0s. 6d. per annum. Surely a motorist's paradise?

On And On.

Since June 11 a Ford Limousine has been running between Berlin, Nuremberg, Munich, Cassel, Hanover and Berlin, in an attempt to cover 100,000 kilometres—6,250 miles—in 100 days.

Financial Aspect.

A net income for the second quarter in 1930 of £10,677,363, as compared with £17,989,865 during the same period last year, is announced in America by the General Motors Corporation.

Irritating Squeaks.

Irritating squeaks that develop in spring are due to mud and other deposits that have worked between the spring leaves. Like the remainder of the car, springs should be washed over so often and at the same time they should be checked to see that they have not changed their position and that all spring clips are tight.

SAFER ROADS.

Half Taught Novices Must Be Banned.

Most of the bad driving which one encounters on the road is due to negligent tuition. The finest safety-first measure which any government could take would be to prohibit the teaching of motor-car driving except by qualified tutors.

Every one who wants to learn to drive nowadays knows someone who can drive—after a fashion—and is willing to impart the necessary information to the best of his ability.

Yet it stands to reason that if the beginner is instructed by a person who is not himself a good driver the finished product is bound to be somewhat indifferent.

The actual control of a motor-car is so simple that the art is quickly acquired. The good instructor regards this as quite the most important part of the operation of turning out a finished driver. From the store of his own experience, however, he can impart a thousand and one wrinkles which will at least serve to put the learner on the track of the acquisition of road sense—which is a combination of ordinary common sense, plus experience with a very large capital letter.

Stupid Economy.

Motoring is one of the few things in this life for which the average person deliberately avoids having proper instructors. Nothing but the best is good enough in teachers of any other art or craft, but sound tuition in car driving costs money which can so easily be saved by trusting one's self to the tender mercies of a friend. The anxious beginner cannot know that this friend has not the beginning of a notion how to change gear properly, for instance, and, therefore, cannot be expected to teach someone else how to do it.

As I say, in these days of traffic congestion the proper tuition of motoring novices is almost a national matter, and little as we desire any further government compulsion, it does seem to me that some form of official supervision is desirable.

We do not grumble at the fact that the Air Ministry has to be satisfied that one is fit and proper person to fly an aeroplane before granting a licence; in fact, we realize keenly how necessary such stringency is. But what is the difference, in this respect, between flying and motoring? The question of public safety enters just as much into the one matter as the other.

At Mercy of Pupil.

But looking at the teaching of would-be drivers from the tutor's point of view, it is a task which I detest above all others! Time after time I have vowed that never again would I teach anyone else—and yet when the time comes one cannot be hard-hearted.

Teaching anything is an art which does not get the appreciation which it is due, and not more than one person in ten is really able to impart knowledge successfully. Teaching driving has the additional complication that the tutor is more or less at the mercy of the pupil and up to a certain point in the progress of the tuition one is on thorns all the time as to how he or she will react when the inevitable emergency crops up.

It is probably true that you cannot be a thoroughly good driver

Southport's Enterprise.

Three sets of automatic traffic-control signals are to be erected at Southport, at a cost of £1,215.

* * *

Small Cars in U.S.A.

It is reported from Detroit that there is a possibility that Durant Motors may form an alliance with a European motor concern and that the combine will manufacture a small and inexpensive car.

* * *

Chile Buys Fords.

Purchase by the Government of Chile of two all-metal Ford planes has just been announced by the Aeroplane Division of the Ford Motor Co. The contract was signed in Washington by Ambassador Carlos G. Davila. The planes are standard 6-AT models, each powered by three Wasp engines. They will be used in the Government transport service.

* * *

Words of a Prophet.

At some time in the future motor manufacturers may operate for only ten months in the year, is the prediction of Mr. Henry Ford as a result of present day world conditions. The problem that requires attention at the moment in the opinion of Mr. Ford, is that of providing steady employment for workmen engaged in the industry.

* * *

U.S.A. Firm's Factory in London.

With the utmost secrecy preparations are being made by the immensely wealthy Dodge-Chrysler motor-car combine of America to fight, in the European markets, its world trade rivals, the Ford and General Motors Corporation, with a big factory at Park Royal, London (writes the News Chronicle motoring correspondent).

Production chiefs from the combine's factories in America have spent weeks in London and Europe studying the market and settling plans.

The latest conveyor assembly plant from America has been received in London, and it is hoped shortly to have it working on a progressive scale. Contracts, I understand, are being negotiated with British firms for the supply of as much British material as it is possible to use, and these contracts with sample goods are now undergoing rigid scrutiny by the heads of the combine in America.

Everything possible in body and chassis that can be made or assembled by British labour, or be supplied by a British firm, will be British in the forthcoming models of the two makes, the scheme being eventually to supply the whole of the European markets with these British-built cars.

No Politics.

The new scheme, which may have a revolutionary effect on the home market, in a number of directions, has, I am told, nothing whatever to do with Tariff Reform, Empire Free Trade, the Safeguarding Duties, or any political move of any kind, but is simply a trading project brought about solely by the success of the Ford and General Motors plan of marketing British-built private and commercial motors in Europe.

American manufacturers have found that the trade slogan "British-built" has a formidable sales value on the Continent.

Trade experts who have seen the production plant for the new factory say there is nothing comparable with it in Britain as yet. The Dodge and Chrysler cars are two American makes which have always held a great reputation among British motorists in the home market, as well as in the Dominions.

General Motors came into the British motor market in force five years ago. They purchased the Vauxhall Company factory at Luton, and a few months ago, they decided to build there the Chevrolet.

Fords, as most people know, are pushing forward with a huge factory at Dagenham, Essex.

until you have had a crash, or so; at least, that is what we say in regard to racing drivers. But I like to conduct my own crashes! And I must admit that driving with a novice is a very nervy business!

Anyway, my point is this: From every point of view it is much better to pay a small sum for sound professional tuition than to accept the help of a friend—unless, of course, there is absolutely no question whatever of the qualifications of that friend.

Teams May Be Scrapped.

After having had a tramway system for fifty years, the Derby Corporation is to be asked to supersede it with trolley buses.

The proposal will come before the council soon, and there is little doubt that the proposal will be agreed to.

* * *

Motor-Driver's Hours.

A man, who was fined at Leighton Buzzard for causing an obstruction with his lorry while he was asleep, sent a letter to the magistrates, saying: "Because of being at the wheel for too many hours, I was unable to keep my eyes open any longer. I shall welcome the day when a law is passed for us drivers to have to work a limited number of hours each day, and not day and night as we are working now."

* * *

Millions of Tyres.

According to the assistant chief of the automobile division of the United States Department of Commerce there were 35,127,398 motor-cars, motor-trucks and motor-buses registered throughout the world on January 1, 1930. Allowing five tyres (one spare) to each vehicle that means that there must have been at least 175,636,990 tyres in constant use eight months ago. But there were, of course, far more for some of the modern motor-trucks and motor-buses have six wheels and no mention is made of motor bicycles. Again, thousands of new motor-cars have been made since January 1, and they all need tyres. Just think of the rubber there must be in those tyres—and all of them wearing out fast. Having read this note is there anyone who would like to buy some rubber shares?

20070



The Firestone process of Gum-Dipping is one of the most important of the many Firestone contributions to more economical highway transportation. Dipping the cords of the carcass in a rubber solution thoroughly saturates and insulates every fibre of every cord with rubber, minimising friction that fatigues the cords. As Firestone service dealers in this locality, we sell and service these extra quality tyres, which are saving money for hundreds of thousands of motorists. Make our shop your headquarters for tyres and service.

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OVER 70 Miles Per Hour

The New Willys Six will crawl along at 3 miles an hour in high gear—quickly and quietly pass 70 in high—or exceed 45 in second.

Yet even at its top speed the Willys Six engine does not labour.

Vibration has been minimized by rubber insulating. The 65 horsepower en-

gine, new hydraulic shock absorbers add relaxing comfort.

To these unseen features Willys-Overland have added attractive outward beauty. Inbuilt strength and sturdiness have been artfully tempered to allow a charming roundness of line. Rich upholstered fabrics, silver-toned hardware and handsome woodwork provide a delightfully pleasing colour contrast to the smart exterior finish.

No car so moderately priced has ever contained so many costly features.

Inspect, Drive and Compare. Your Willys-Overland dealer will gladly arrange a demonstration.

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WILLYS-OVERLAND FINE MOTOR CARS

4-WHEEL BRAKING.

System Feature of Willys Six.

The modern automobile may possess many admirable and desirable specifications but there are few features which are more sought after by the motoring public than a well-balanced braking system, according to the engineering staff of the Willys-Overland Company, which has just issued an especially prepared bulletin on the braking equipment used in the new Willys Six.

"A great deal of careful planning and consideration went into the braking equipment of the new 'Willys Six,' this bulletin points out. 'We realised full well how important good brakes are to an automobile to-day, especially so when the automobile is capable of such great speed as is this car. We determined upon duo servo four-wheel internal expanding brakes, in spite of the fact that this feature is seldom found on cars in the price class of the Willys Six.'

"However, we were fully cognisant of the fact that automobiles to-day are driven in all kinds of weather and we wanted a braking system which operated as well in wet weather as it did in dry weather. The internal expanding brakes are utterly impervious to bad weather. The brakes cannot become wet and neither dust, rain, mud nor dirt may enter them and have a bad effect on the brake lining and, consequently, on the operation of the brakes."

"The four-wheel brakes on the new Willys Six provide the most perfectly balanced braking system available to-day. They have a total braking area of 148 square inches, which compares favourably with the total braking area on many higher priced cars. The brakes themselves are eleven inches. The advantages of the internal expanding brakes over the combination internal expanding front and external rear wheel brakes are many and obvious.

"Good brakes are a requisite on the modern high-powered, fast automobile and the brakes on the Willys Six will stop the car in 19 feet, at twenty miles an hour, with pedal pressure of only one hundred and twenty pounds, which is considerably less than the average pedal pressure applied by the ordinary motorist. This pedal pressure, it might be pointed out, is but half that applied for an emergency stop.

"Probably the most pleasing feature of these brakes is the fact that normal application of pressure stops the car quickly but smoothly. There is no jarring, no surging forward of the occupants. The braking movement is balanced, harmonious, and more or less velvet-like. These brakes are easy to use, no trouble to take care of, and the life of the brake lining is far in excess of that used in the external expanding brakes."

MOTOR RACING.

Sir Herbert Austin, as entrant of the car about whose placing there was such confusion in the Irish Grand Prix race in mid-week, is not, it is reported, inclined to let matters rest as they are.

The mistake arose through Captain Waite, the car's driver, being given the finishing signal when actually he had another lap to go, the result being that Waite lit a cigarette and toured round slowly. But for that he would undoubtedly have been third, and two Austin cars would have figured in the prize list instead of one.

LEAD
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Sole Agents:

SINCERE'S

CAR DESIGN.

British Developments in Transmission.

One of the most interesting, and at time may well prove, epoch-making developments in motor vehicle design, is just announced by one of the pioneers of the British Motor Industry. Throughout the history of motor vehicle development British design and workmanship has played an active and important part, and of the contributions made by manufacturers in this connection those originating with the Daimler Co. Ltd. have been among the most important. The introduction of the Daimler silent sleeve-valve engine in 1908, and its development in 1925 by the successful substitution of light steel sleeves for the previous cast-iron ones, were inventions of great importance in engine design.

Possibly no matter has so exercised the minds of engineers as the question of transmission, for since the invention of the sliding gear box some twenty-five years ago, inventors and the motoring public have been prophesying the elimination of the sliding gear box, and although it is to-day still in general use there are signs of improvements in this direction.

With developments in Great Britain and in other car producing countries it is interesting to review the state of car design in relation to the gear box as it has been manifested during the past few years. At the time when engines were limited in maximum speed and speed range it was only by the use of high gears that cars could go fast while low gears were necessary for low speeds. The later evolution of the high speed engine, however, allowed of the use of a gear ratio which would give adequate acceleration on top while utilising the speed range of the engine to provide high maximum and low speeds on top because the high speed engine was capable of running far more slowly than its predecessors. Thus the stage became set for the battle of three speeds versus four, the development of road construction and the consequent use of motor cars for long distance touring tending towards the use of the four-speed box, permitting of the use of a high top gear ratio and relying upon a so-called silent third for acceleration, hill climbing and traffic work. Even in the U.S.A., where three speed gears were practically standard until two years ago, this tendency has been apparent. Unfortunately the act of gear changing has not been materially simplified which largely negates the benefits otherwise arising.

In the interests of reliability the Daimler Company has studied the problem in the light of their past experience and the world tendency, with the result that novel developments in transmission have been forthcoming.

The Daimler Fluid Flywheel, recently introduced, provides the keynote of a transmission system which should materially assist in making for even greater comfort and safety in motoring. It is a device of unique simplicity which replaces the ordinary clutch; has only two moving parts; and is automatic in action. The drive is transmitted from the engine by means of the interchanges of energy in a rapidly moving fluid, with the result that starting from rest and "take-up" after gear-changing are infinitely smoother than with any other method of propulsion. The car can be started and stopped at will with the drive engaged and the engine running, while the ability to use the engine as a brake is in no way affected. There is also an entire absence of noise either when idling or on any gear.

For use in combination with this Flywheel a form of automatic gear changing was sought and all types of modern gear box designs were studied, a gear box of the epicyclic gear type being finally adopted. In combination with the Fluid Flywheel it was found that gear noise was eliminated with ease of operation and automatic changing there being an absence of the difficulties associated with clutches or brakes using high unit pressures.

With this combination of Fluid Flywheel and automatic gear changing it is possible to provide an increased degree of silence, smoothness and ease of operation, driving fatigue being reduced to a minimum. The third speed being dead silent can be used continuously in traffic or hilly country, and this gear is in fact intended to be used not temporarily or under necessity, but as a normal gear.

Ease of operation is enclined a step further by a small control lever on the steering column by means of which any gear desired may be "pre-selected" and be instantly and silently engaged by depressing and releasing pedal.

The Transmission System is at present fitted to the new Daimler 20/30 h.p., but there is a possibility that it may be fitted also to other models in course of production.

VISCOUNTESS FINED.

Drives Without Lights and Licence.

Viscountess Adare, of the Gate House, Arlington Street, Piccadilly, was found guilty at Marylebone recently of driving negligently, and without lights, in the Edgware Road, whilst returning home after the Empire Ball at the Albert Hall at 3:25 a.m. She was fined £6 10s. with £5s costs. She was also fined 10s. for driving without a licence.

Mr. N. Gillett, for the Commissioner of Police, said that the defendant drove out of Upper Berkeley Street into the Edgware Road at a fast pace without giving warning of her approach, and without lights on her car. As a result a Mr. Manser, of Hampton Road, Leyton Stone, who was going along the main road at a moderate speed, had to accelerate and avert to avoid collision with the defendant's car. In doing so he collided with a refuge.

Defendant did not stop, although a constable shouted and flashed his torch. Both Mr. Manser and his passenger were injured, and Mr. Manser had to be removed to hospital.

Taking It Calmly. A station-sergeant said that when he saw the defendant she said that the other car came along at a very fast pace, and she heard a slight crash, but as she thought it had nothing to do with her she did not stop. "I think," she added, "I had lights, and the suggestion of dangerous driving is ridiculous. You are all short of a job." Asked to produce her driving licence, the defendant said, "I don't know where it is, and if I found it I am sure it is out of date."

The Viscountess, giving evidence, said that she had recently returned from South Africa, and had driven the car only twice since. That was why she forgot to renew her licence. She had been driving since she was 10 years old. She thought Mr. Manser lost his head.

Mr. Bingley, the magistrate, said that the evidence against defendant was overwhelming. As to her failing to stop it was possible that she did not know that her car was concerned in the collision.

"SPEED COPS."

Check Careless Driving, and Walking Also.

One of the innovations which seems likely to materialize in connection with the Road Traffic Act is the employment of motorcycle or car-equipped police patrols.

Whether the system will be of the value which is at present estimated remains to be seen, states The Commercial Motor. Much, of course, will depend upon the training given to the officers in question, whilst the general character of the men will have a good deal to do with the amount of success achieved.

The genuine road hog is, comparatively speaking, a rare avis in Britain, but instances of thoughtless road usage can be seen every day. In some cases these are due to lack of imagination, and in others to thoughtlessness, and it is largely in the direction of countering these factors that the mobile police patrols will have to devote their attention. Vehicles travelling at a low rate of speed should be made to keep close to the near-side kerb, whilst cutting across corners by drivers of slow-moving vehicles should largely be stamped out, thus removing, to a large extent, the temptation to pass on the near side—a policy which can be the cause of many accidents.

Not only should the patrols' attention be directed to the traffic stream along the roadways, but if the officers are fully experienced men (as there seems little reason to doubt that they will be), common sense will suggest the need for keeping a sharp lookout upon those who attempt to cross the traffic stream improperly, whether in a vehicle or on foot. It is the lateral movements of units in a traffic stream which give rise to accidents far more than forward progression.

And the simplicity of gear changing, frees the mind for the real business of driving, and while securing an infinitely greater degree of safety to drivers, passengers, and the public, enables a new result in motor engineering to be produced. Silence, freedom from minor vibrations causing body drumming, economy of running in respect of petrol and tyres, reduction of wear and tear, all move on to a definitely higher plane of achievement.

The Transmission System is at present fitted to the new Daimler 20/30 h.p., but there is a possibility that it may be fitted also to other models in course of production.

UNIMPAIRED CARS.

New Steels and Alloys Go on for Ever.

Scionco is helping manufacturers to make a motor car that will never wear out.

Several notable advances made recently in metallurgy open up an encouraging prospect for owners of modest means who have to make their cars last until there is positively not another mile to be obtained from them.

A British firm has now perfected a steel that is so hard that it is impossible to scratch it with the finest file.

An experimental crankshaft for a four-cylinder engine was made and fitted to a British car.

10,000 Miles, No Wear.

The engine was treated in the hardest manner possible, and denied the proper amount of oil until one of the connecting rods seized solid to the crankshaft.

After the bearing had been freed, it was found impossible to detect by the most delicate measuring instruments the slightest sign of wear after 10,000 miles running.

A new steel for lining the cylinder walls is so hard that the amount of wear after many thousands of miles is undetectable.

It takes an extremely high polish, so that there is great economy in lubricating oil, and a notable reduction in loss of power through friction.

Light and Strong.

A new aluminium alloy is nearly as strong as steel and even lighter than aluminium.

Great secrecy has been maintained about its composition, but it is known to have many valuable properties of strength and recovery from "fatigue" that will enable manufacturers to use it for parts for

which steel has hitherto been the only suitable metal, thus lightening the load and consequently the wear on vulnerable bearings.

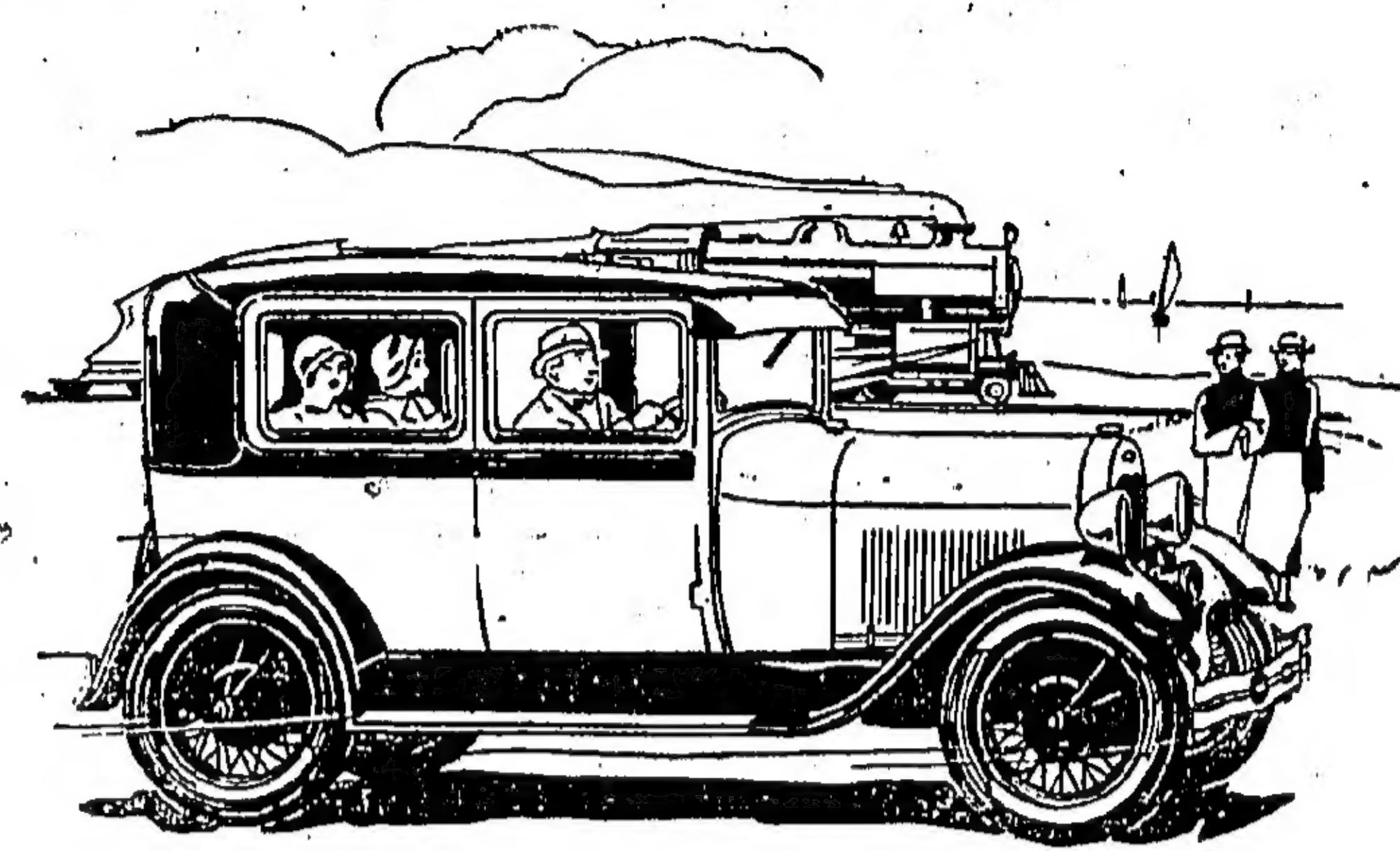
A large number of British cars are already using a bearing that never needs lubricating and will last practically for ever.

With these advances, it should be possible to make roller and ball bearings that will never need renewing, the engine will never need attention except for adjustments and decarbonising, and with the general use of stainless steel and chromium plating, the only items that may need renewing in the car of the future will be the tyres and upholstery.



THE NEW FORD

TUDOR SEDAN



You won't fear traffic

when you drive the

New Ford

The New Ford is an exceptionally alert and capable car and is unusually easy to handle in traffic.

Reasons for this are the new three-quarter irreversible steering gear, the safety of the fully enclosed six-brake system, remarkable acceleration, ease of shifting gears, unusual vision front, side and rear, and the unique transverse springs which help to give the New Ford such a short turning radius.

The New Ford is one of the easiest riding cars on the road because of its low centre of gravity, minimum unsprung weight, four Houdaille

hydraulic two-way

shock absorbers

and the unique

construction of its

transverse springs.

Furthermore, you

are as comfortable

in mind as in body

when you drive the New Ford.

You have confidence in the performance

of the car because you know some-

Although the registration of new automobiles in the United States up to June 1st. of this year decreased 21.3 per cent. compared with the corresponding period of last year, the listing of new Ford passenger cars increased 3.1 per cent.

Further, the car is built to

endure to stand

up under thousands

of miles of steady

running over all

kinds of roads.

A thirty minute

demonstration will

convince you that there is nothing

quite like it anywhere in design,

quality and price.

Every purchaser of a new Ford is entitled to three free service inspections at 500, 1,000 and 1,500 miles.

This includes a checkup of the battery generator charging rate, distributor, carburetor adjustment, lights, brakes, shock absorbers, tire inflation and steering gear. The engine oil is also changed and the chassis lubricated. A checkup of wheel alignment and spring shackles is included as part of the 1,500 miles inspection. Everything is free except the cost of new oil.

Then, later, for a small charge, you can have all the above checked periodically, and our dealer will tell you exactly what the car needs to be kept in the best possible condition.

"An ounce of prevention is worth a pound of cure."

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CHEVROLET.—Hongkong Hotel Garage, Queen's Road. Tel. 24759.

CHRYSLER.—The National Motor Car Co., 484-486, Queen's Rd. W. Tel. 25674.

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DODGE.—South China Motor Car Co., 33, Des Voeux Rd. C. Tel. 25644.

FIAT.—Soc. Italiana Estremo Oriente Ltd., managers, A. Goeke & Co., China Building. Tel. 22221.

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ROLLS-ROYCE.—Hongkong Hotel Garage, Queen's Road. Tel. 24759.

STUDEBAKER.—Hongkong Hotel Garage, Queen's Road. Tel. 24759.

WILLYS-KNIGHT & WHIPPET MOTOR CARS.—Gilman & Co., Ltd., 4a, Des Voeux Road C. Tel. 28011.

MOTOR TRUCKS AND TRACTORS.

CHEVROLET.—Hongkong Hotel Garage, Queen's Road. Tel. 24759.

DODGE.—South China Motor Car Co., 33, Des Voeux Road. C. Tel. 25644.

FIAT.—Soc. Italiana Estremo Oriente Ltd., managers, A. Goeke & Co., China Building. Tel. 22221.

FORD TRUCK.—Wallace Harper & Co., Ltd.

FORISON TRACTOR.—Wallace Harper & Co., Ltd.

G.M.C.—The Dragon Motor Car Co., Ltd., 33, Wong Nei Chung Road, Happy Valley. Tel. 30228.

MORRIS.—Hongkong Hotel Garage, Queen's Road. Tel. 24759.

SPA.—Soc. Italiana Estremo Oriente Ltd., managers, A. Goeke & Co., China Building. Tel. 22221.

STUDEBAKER.—Hongkong Hotel Garage, Queen's Road. Tel. 24759.

WILLYS-KNIGHT & WHIPPET TRUCKS.—Gilman & Co., Ltd., 4a, Des Voeux Road C. Tel. 28011.

MOTOR CYCLES.

B.S.A.—The Sincere Co., Ltd., Des Voeux Road. Tel. 27767.

HARLEY-DAVIDSON.—Gascon Motor Co., 2, Kwong Wah Road, Kowloon. Tel. 58242 & 57804.

NORTON.—The Sincere Co., Ltd., Des Voeux Road. Tel. 27767.

MOTOR OILS.

GARGOYLE MOBIL-OIL.—Vacuum Oil Company, King's Bldg. SHELL.—Asiatic Petroleum Co. (S.C.), Ltd., Asiatic Bldg.

TYRES AND ACCESSORIES.

ACCESSORIES.—Hongkong Hotel Garage, Queen's Road. Tel. 24759.

ACCESSORIES.—South China Motor Car Co., 33, Des Voeux Road C. Tel. 25644.

FIRESTONE TYRES.—The Dragon Motor Car Co., Ltd., 33, Wong Nei Chung Road, Happy Valley. Tel. 30228.

FISK TYRES.—Gilman & Co., Ltd., 4a, Des Voeux Rd. C. Tel. 28011.

INDIA TYRES.—W. R. Loxley Co., York Bldgs. Tel. 22285.

MICHELIN TYRES.—Goeke & Co., China Building. Tel. 22221.

WILLARD BATTERIES.—Gilman & Co., Ltd., 4a, Des Voeux Rd. C. Tel. 28011.

A NEW ROLE.

Commercial Chassis As Ambulance.

At one time ambulance authorities would have looked askance at the use of commercial chassis for their vehicles. Luxurious "private" types were alone considered suitable. Nowadays, however, there is so little to choose between private and commercial chassis in the matter of refinement, comfort and safety that far from being unsatisfactory the latter possess definite advantages.

They are in the first place very much cheaper than private cars of sufficient size for the purpose. Their ampler proportions, too, and their sturdier construction allow of roomier and more luxurious bodywork.

The latest addition, for instance,

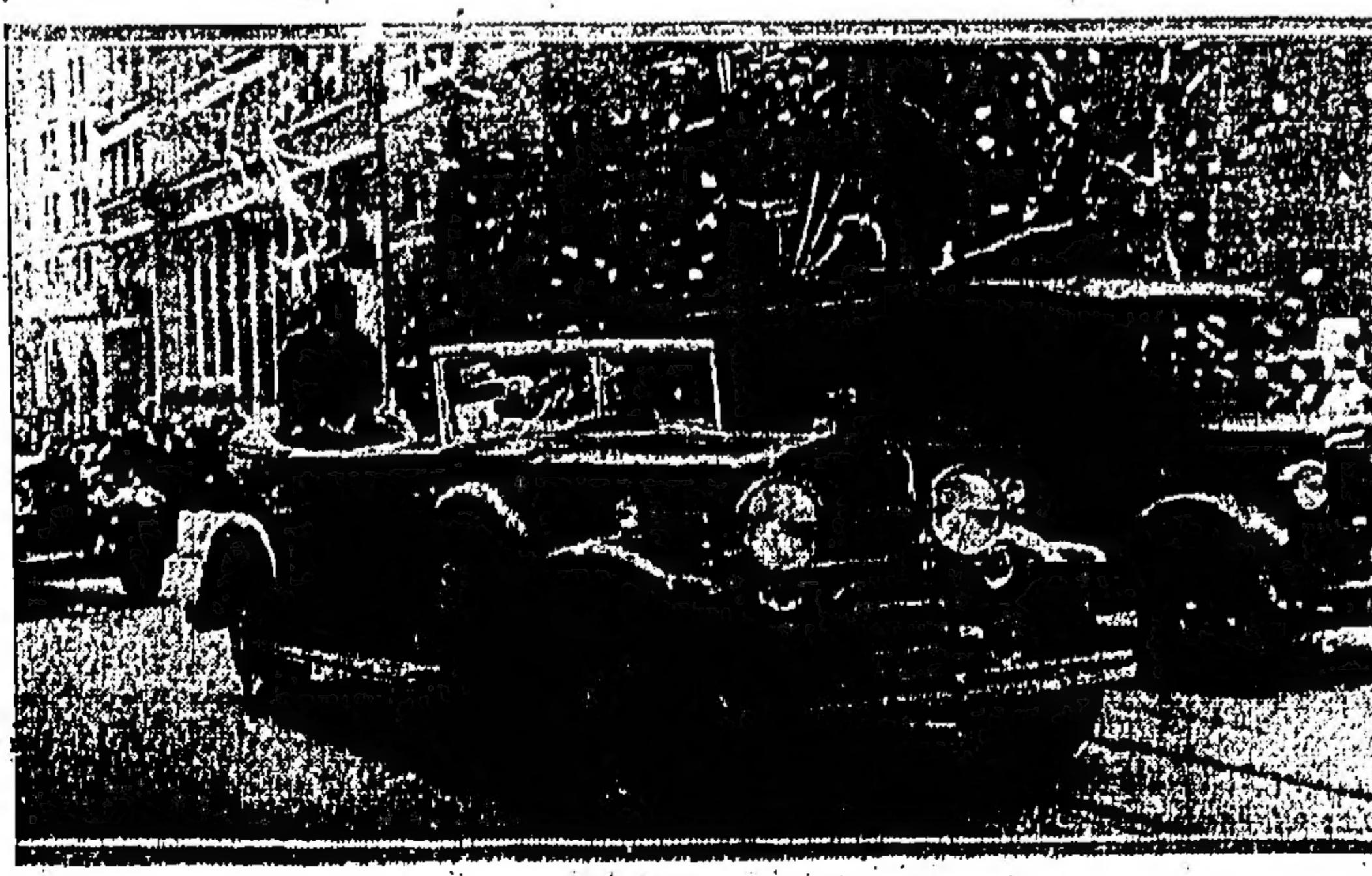
to the fleet of the Ipswich Division of the St. John Ambulance Brigade is mounted on a Commer G2 chassis fitted with Dewandre vacuum servo brakes.

The features, of course, which render this model particularly suitable for ambulance work are its six-cylinder engine and four-speed gear-box with silent third.

Another point in its favour is its low loading line, which greatly eases the stretcher bearer's work and saves the patient unnecessary discomfort when lifted in or out.

The ambulance is designed to carry four stretcher cases, though five can be carried if necessary. Soho rubber takes the place of springs in the mattresses. The interior is heated from the exhaust; and special "purdak" glass is fitted to the bottom halves of the windows, allowing those inside to see out without themselves being seen.

NEW YORK STAGES ANOTHER HEARTY WELCOME



The convalescent chosen for King and Queen and Presidents carries Bobby Jones up Broadway to meet New York's jubilant welcome upon his return from England where he won the distinction of being the only American ever to capture both the British open and amateur golf championships. The world's premier golfer is seen perched on the folded top of the Cadillac V-16 the better to enjoy the thrilling scene and to accommodate the newsmen photographers in the background.

BRITAIN IN FRONT.

Sir Frederick Royce's Career.

That British motor cars should finish first, second, third and fourth in the recent 24-hours race at Le Mans is a matter upon which the British motor industry has every reason to feel satisfied, for to cover 1,810 miles in 24 consecutive hours, at an average speed of over 76 miles an hour, means not only brilliant and successful driving but a degree of design and workmanship in producing cars of standard pattern which it is almost impossible to surpass.

It is perhaps fitting at such a time to remember two of the outstanding personalities in connection with the British motor industry who have helped to a considerable extent in placing British motor prestige in the position in which it stands to-day. Of these two, one has demonstrated, what British design construction and workmanship can accomplish when in the hands of a fearless and intrepid driver, while the other has succeeded in adding the name of the product with which he has been associated to the world's vocabulary as a phrase indicating the highest degree of efficiency, value and all-round performance.

The former has unfortunately paid the supreme tribute in succeeding in adding another notable triumph to British engineering, and the British motor industry is poorer by his loss.

Major Sir Henry Segrave was born in 1896 and after being educated at Eton and Sandhurst, served in the Great War, being wounded three times and mentioned in despatches. It was not until 1920 that he made his first acquaintance with a racing car in Great Britain, at Brooklands, but he quickly showed his skill as a pilot and rapidly added many successes to his initial victory. His driving, both in Great Britain and on the Continent soon became an outstanding feature, and when in 1926 he won, for the second time, the Grand Prix de Provence and the 200-mile race, he succeeded in speed trials at Boulogne in establishing the world's record for such events on the road by covering four miles at an average speed of 140.146 m.p.h. on a 12-cylinder Sunbeam.

The culminating stage of a wonderful racing career was in 1927, when at the wheel of the 1,000 h.p. Sunbeam he made his mark on the scroll of fame as the first man to travel at more than 200 m.p.h. on land. When the World's speed record was subsequently wrested from Capt. Malcolm Campbell he again stepped into the breach and at Daytona on March 11, 1929, he placed the record firmly in the hands of Great Britain by driving his Napier-Lion engined "Golden Arrow" at a speed of 231.36 m.p.h.

Sir Henry had turned his attention to Motor Boat racing and it was his ambition to secure for his country the world's speed record on water, and it was in the fulfilment of this that he met with the tragic accident that robbed Great Britain of one of its most gallant sons.

Few men have done so much to establish and maintain British pre-eminence in motor engineering as Sir Frederick Royce, one of the three new Baronets in the recent Birthday Honours. For as founder, director and Chief Engineer of Rolls-Royce, Ltd., he has been responsible for the evolution of cars and aero engines that are world-famous.

Indeed, honours are now crowding thick and fast on Sir Frederick, as only recently the Royal Aeronautical Society presented him with its medal for the most meritorious work of the year in recognition of his signal services to British aviation in connection with the Royal Flying Corps.

Towards the end of 1903 he decided to build three experimental two-cylinder cars of a nominal 10 h.p. From the very beginning, with those first three cars, he set the standard by which all Rolls-Royce work is judged. "Good enough" had no meaning for him. Anything which was not perfect was at once rejected. He was never satisfied, but was always aiming at something better.

The first Royce car appeared early in 1904, but it was not until the end of that year that production began on a commercial scale. The then separate firm of Rolls, Ltd., undertook to handle the whole of the output, which consisted of four models—a two-cylinder of 10 h.p., a three-cylinder of 16 h.p., a four-cylinder of 20 h.p., and a six-cylinder of 30 h.p. After a year or so, in 1907, production was concentrated on one model only, the 40/50 h.p. "Silver Ghost" which continued in production with modifications—right up till 1926, an "Innings" of eighteen years.

The first of the present-day 20 h.p. models appeared in 1922—a type which has been continued ever since. Four years ago the "New Phantom" models superseded the "Silver Ghost" range and last year, of course, the "New Phantom" gave place to the "Phantom II".

The two firms of Royce and Rolls joined forces in 1906 and it was in the following year that the works were moved from Manchester to their present home in Derby.

£100 AND £60.

Demand Exists—Will It Be Met?

The £100 car has often been talked about in this country, but we still have not got it, says "Fingernail" in The Motor. The demand is there all right, which I think is indicated by the relatively high prices obtained for second-hand "babies" cars, showing that there is a very good demand indeed for cars which cost under £100. The lower the first cost of the car when new the lower the percentage of depreciation and the easier it is to sell it, especially when the running costs of the car are in proportion to its first cost. This is very important.

My point of view is that if and when the £100 car—a really practical, completely equipped vehicle selling as a tourer, with side screens, for that sum—becomes not a probability but an actuality in this country, an enormous impetus will be given to the motor industry as a whole.

The annual sale of cars up to 8 h.p. is 48,680 (March, 1929, to February, 1930). I put the sale of the £100 car at three times that figure for the first year it is introduced, providing that it is a satisfactory vehicle, of decent appearance, economical to run, low in cost of insurance and tax and there are available adequate supplies during the best selling months of the year.

I believe that ultimately such a vehicle will be produced and I should look more to the motorcycle than to the motor industry to produce it.

Let us go a stage farther and imagine that a car not so nicely finished, nor so well equipped, as the £100 vehicle I have in mind, were produced at £60, with possibly a two-cylinder engine and a simple type of transmission—a vehicle which I hold to be perfectly practicable. Is it not conceivable that hundreds of thousands of new motorists would be created—many of whom in time would want the £100 car or something higher up the scale?

connection with the now famous Supermarine S.6 which won the Schneider Trophy on the Solent last September.

The story of Sir Frederick's career is really that of Rolls-Royce itself. For no man has so lived for his work, and few in any walk of life have displayed even a fraction of his enthusiasm and endurance. Indeed, so wrapped up was he in his work that he was utterly careless of his health and oblivious of proper meal times. Only the devoted attention of his friends prevented him from killing himself with overwork and, in fact, on one occasion the doctors gave him but a month to live.

Mr. Royce was born at Alwalton, near Peterboro', in 1863. Owing to the early death of his father he had, while still very young, to leave school and earn his living as a newsboy. Within a year, however, his brilliant promise enabled him to get more schooling. Subsequently he was apprenticed to a locomotive works.

When he eventually established the firm of Royce, Ltd., it was for the manufacture of electrical apparatus pre-eminence in motor engineering as Sir Frederick Royce, one of the three new Baronets in the recent Birthday Honours. For as founder, director and Chief Engineer of Rolls-Royce, Ltd., he has been responsible for the evolution of cars and aero engines that are world-famous.

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The two firms of Royce and Rolls joined forces in 1906 and it was in the following year that the works were moved from Manchester to their present home in Derby.



"Look at that new Buick pulling so easily through this deep sticky mud."

"Yes—it must be a pleasure to own a car like that—to travel anywhere—with no fear of getting in trouble."

GET behind the wheel of the new Buick. Head out on a road where you can open the throttle—or over routes where drivers of other cars, no matter how costly, will venture! Then you'll understand the reason for the confidence motor car buyers have in Buick—why thousands of dollars worth of Buicks were sold—before the car was ready!

Buick with its tremendous horse-power, valve-in-head, eight-in-a-line motor, new synchro-mesh transmission, and its 37 other major features and improvements gives you a thrill absolutely new to your motoring experience.

We have a car ready to give you a free demonstration.

The BUICK 8

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THE DRAGON MOTOR CAR CO., LTD.

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33, WONG NEI CHUNG ROAD, HAPPY VALLEY.

COMFORTABLE, yes.



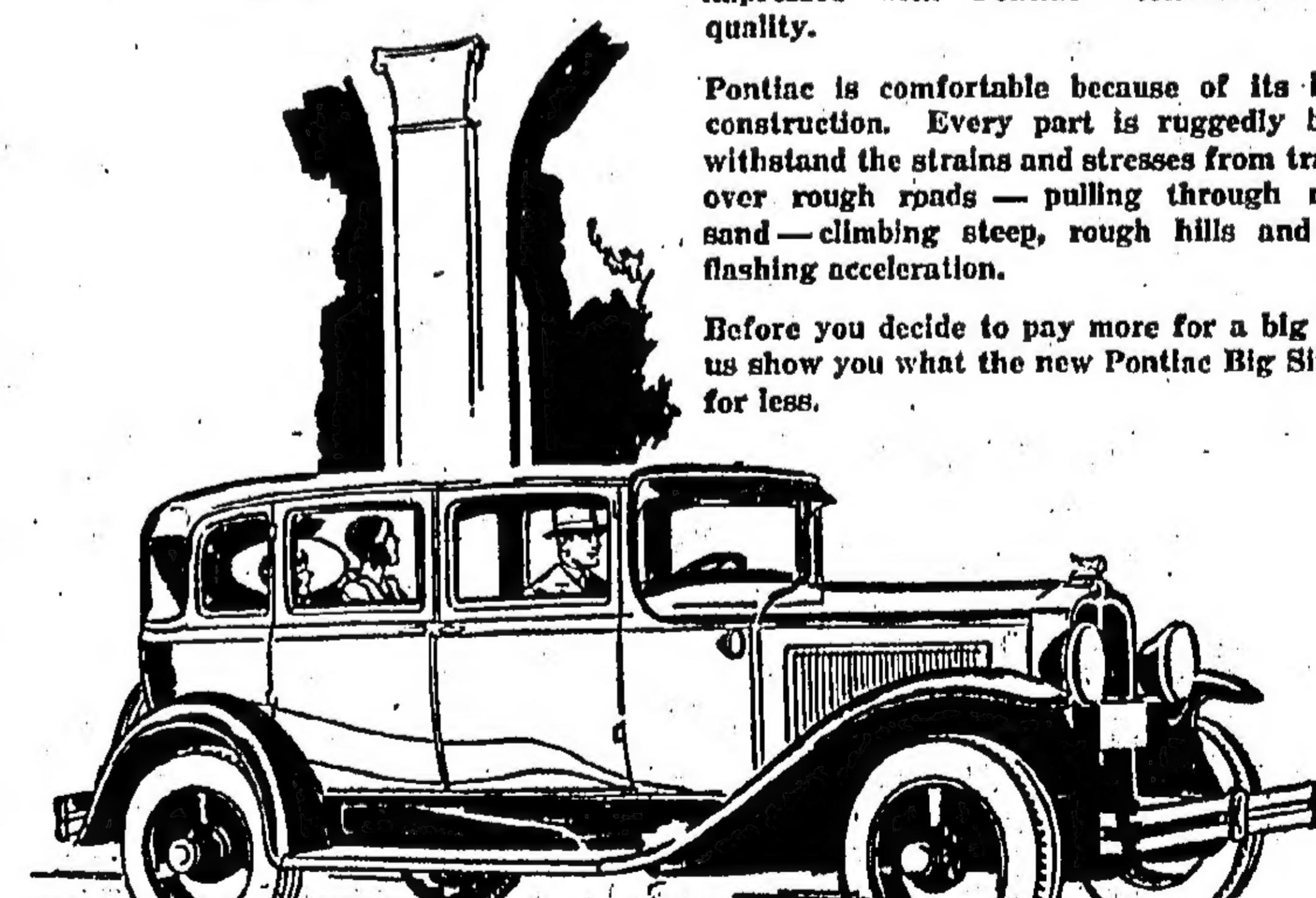
and with this comfort, a ruggedness that results in long life.

Pontiac's big-car chassis enabled its body-building craftsmen to grace it with a beautiful big-car body with plenty of leg room, head room and elbow room.

When you first sit in its wide, deeply upholstered cushions, you'll feel a sense of luxurious comfort—just like you'd feel in an expensive car. And, as it rolls along—speeding down the highway or where roads are rough, and where you'll encounter mud or sand—you'll become impressed with Pontiac's comfortable riding quality.

Pontiac is comfortable because of its big-car construction. Every part is ruggedly built to withstand the strains and stresses from travelling over rough roads—pulling through mud or sand—climbing steep, rough hills and giving flashing acceleration.

Before you decide to pay more for a big car, let us show you what the new Pontiac Big Six offers for less.



THE ORIENTAL MOTOR CAR CO.

303-9, Hennessy Road.

Telephone 20406.



Hongkong Sunday Herald.

號五十年十月三日一千九百三十五年 HONG KONG, SUNDAY, OCTOBER 5, 1930. 日四月八八年庚辰年



H.K.V.D.C. SPORTS MEETING.

Portuguese Company in Good Form.

SUPERIORITY ON THE TRACK.

H.E. the Governor An Interested Spectator.

The fifth annual athletic meeting of the Hong Kong Volunteer Defence Corps was held at the Kowloon Cricket Club yesterday afternoon. A large crowd was present in weather not too favourable to the competitors, and a very good afternoon's sport was witnessed. H.E. the Governor and Lady Peel arrived shortly after the tea interval and were interested spectators for the remainder of the meeting.

As anticipated, the Portuguese Company won the Inter-Unit Challenge Cup with the Machine Gun Company runners-up. Their marked superiority in the track events carried all before them, and they deservedly won the Cup for the first time.

At the conclusion of the distribution of trophies Lady Peel was presented with a silver powder box bearing the crest of the Volunteers as a memento of the occasion.

PRESENTATION TO LADY PEEL.

The Sports Meeting of the Hong Kong Volunteers opened in dazzling sunshine yesterday afternoon with two heats for the 100 yards. Arrivals before the first race were spectators of the finish of the Khud Race, a minor marathon only open to the Indian troops and Police. There was a large entry and the element of competition was strong throughout.

The Long Jump was the first final event of the afternoon, and in this the taking off board caused much comment. No fewer than seven jumps were alleged to be "no jumps." The event was officially won by Beltrao, but Whitham won in reality though his success was not credited owing to some misunderstanding concerning his entry. Whitley, who came second, though small of stature made some really fine jumps considering his take off was about six to nine inches from the board.

Portuguese Take Lead.

The 100 yards final was won by d'Almada in fine style, a flying start and a clear field giving him the easy win. It was this event which placed the Portuguese Company ahead of their rivals, the Machine Gun Company, and their advantage was held and improved upon during the afternoon.

The Half Mile proved another Portuguese success. Silva romping home after a clever race. It was not until half way round the last lap that he took the lead and was an easy winner. In this event the Machine Gunners failed to register points and their rivals forged further ahead.

A Close Finish.

The Quarter Mile witnessed a close finish, Gosano after having held the lead from a splendid start, losing by a fraction of an inch to d'Almada. To many of the spectators it looked a dead heat, but d'Almada's final effort gave him the narrowest of wins. Gosano's style was excellent, his long side giving him a great advantage, but a too powerful start crippled him at a time for a last desperate burst of speed. With the first two places, the Portuguese contingent were now in an almost impregnable position.

The Relay was a procession after the first strings had handed over their batons, the Portuguese again proving their great ability in track events. The race consisted of two quarter miles and two 220 yards distances.

Scottish Might.

The Machine Gunners, though with a formidable looking team in the Tug-of-War, lost badly to the Scottish Company, who showed that combination so essential as a winning factor. Two straight pulls sufficed to give the Scots their second success of the meeting.

The Band Race caused great amusement and was won, curiously enough, by the big-drummer,

(Continued at foot of next Column.)

FRENCH TRADE BAN.

Dumping of Soviet Goods to Be Stopped.

MUST BE LICENSED.

Paris, Yesterday. The Council of Ministers has ratified a decree aimed against Soviet dumping. Imports will be prohibited or admitted only under licence. Merchandise affected includes cereals, meats, eggs, sugar, timber, flax, gum, and gelatine.

A Ministry of Agriculture communiqué explains that certain Russian imports at notoriously lower prices than cost price in other countries largely nullified the French Government's efforts to safeguard producers. The fall in prices threatens a veritable catastrophe.

The Minister of Commerce points out that the big and adverse balance of trade shows that for the first six months of 1930 there were over 441,000,000 francs worth of Soviet imports against 120,000,000 of exports.—Reuter.

PEOPLE'S RIGHTS.

President's Request Is Granted.

FORM OF MARTIAL LAW.

Havana, Yesterday. The Senate has approved President Machado's request for the suspension of the constitutional guarantees.—Reuter's American Service.

A message from Havana stated that President Machado has written to the Cuban Congress asking for the suspension of constitutional guarantees in Havana and suburbs till after the elections on November 1.

The constitutional guarantees are the People's Charter of Rights, under which the exercise of privileges of freedom of speech is allowed. The suspension will be tantamount to declaring a modified form of martial law.]

3. Mohammed Khan. Time: 16 mins. 43 secs. The following table shows the points the respective units won in the various events:-

	100 Yards	100 Yards	High Jump	Long Jump	Tug-of-War	Total Points
Portuguese Coy.	6 5 3 4 3 0 0 5 2 26					
Machine Gun Coy.	0 0 0 2 3 6 4 18					
Scottish Coy.	0 0 2 0 0 5 0 7					
The Battery	0 0 1 0 0 0 0					

Winners of the Inter-Unit Challenge Cup: Portuguese Coy. Runners-Up: Machine Gun Coy.

The Officials.

The following were the officials: Umpire—Major H. B. L. Dowbiggin; Judges—Capt. R. C. Strachey, M.C.; Capt. W. H. G. Gomer, M.C.; Capt. E. J. R. Mitchell; Lieut. S. Jarvis, M.C.; Mr. J. P. Robinson.

Starter—R.S.M. W. Edmonds.

Timkeepers—Sergt. A. J. V. Ribeiro; Pte. A. Barros; Mr. W. Logan.

Clerks of the Course—Capt. H. R. Forsythe; 2/Lieut. L. F. Nicholson; Corps Sergt. Major H. Green; Sergt. S. D. Iggleston.

Competitors' Stewards—R.S.M. W. Edmonds (Prize winners); Gns. J. J. King (The Battery); Cpl. Salter (Engineer Co. & Corps Supply); Sergt. Goldman (Machine Gun Co.); Sergt. T. P. Saunders (Scottish Co.); Pte. A. Barros (Portuguese Co. & Band).

Ground Stewards—Capt. A. M. Thornhill; Lieut. H. Westlake, D.C.M.; Sergt. W. H. Owen, Sergt. C. S. Coomber; B.M. I. Du Villo.

Recorders—2/Lieut. E. G. Stewart; C.S.M. T. G. Padgett.

Reception—Capt. E. J. R. Mitchell; Lt. H. Owen Hughes; Lt. C. Chapman.

Medical Officer—Capt. E. P. Minnett, M.D., D.P.H., etc.

Band Music.

The programme of music by the Band of the Hong Kong Volunteer Defence Corps under the direction of the Corps Bandmaster, A. J. M. Rodriguez, was as follows:—

March: "University of Dayton"—

Selection: "Il Travatore"—Verdi.

Waltz: "A Thousand Kisses"—Joyce.

Selection: "Faust!"—Gounod.

Waltz: "Ever True"—Mackie-Beyer.

March: "The Fly"—Panella.

"The Leather Bottle."

"God Save the King."

(Continued at foot of next Column.)

MR. REUBEN CLARK.

FLIGHT TO BRITAIN.

Australian Has Another Disaster.

DOGGED BY MISFORTUNE.

Rangoon, Yesterday. Captain Cunningham, the Australian aviator who is attempting a flight to Britain, is reported to have crashed near Kyaukpuk, but is unhurt.—Reuter.

[Capt. Cunningham has been dogged by ill-luck ever since he commenced his flight. He developed magneto trouble in Batavia and on September 16 was forced to land in a swamp near the R.A.F. aerodrome in Singapore. He had previously discovered a petrol leak but kept on until his engine stopped. The machine was damaged but Cunningham was not injured.]

Things That Matter.

To-day's Diary.

Sixteenth Sunday after Trinity. Proclamation of the Republic of Portugal.

Entertainments—Queen's Theatre—"Redemption."

Central Theatre—"Street Girl."

Majestic Theatre—"The Vanishing Pioneer."

Star Theatre—"Demi Bride."

World Theatre—"Two Buttersflies" (Chinese film).

Religious Services—Wesleyan Sunday School re-opens, 3 p.m.

Procession of the Rosary, Rosary Church, Kowloon, 4.30 p.m.

Sports—Baseball—South China v. Philippines, (Caroline Hill).

Cricket—I.R.C. v. Mr. W. C. Hung's XI; C.C.C. v. Argylls.

Golf—Captain's Cup Competition, Fanling and K.G.C.

Club de Recreio Sports (Relay Race Entries Close).

General.

Tides—High, 7.52 a.m. and 8.58 p.m.; Low, 1.47 a.m. and 2.34 p.m.

Sunrise—6.16 a.m.; Sunset, 6.08 p.m.

Mails—Monday—Europe via Siberia, 6 p.m.; from Home, via Nogatam (papers only).

The Weather.

The following weather report was received from the Royal Observatory, Kowloon, last night:

The anti-cyclone has increased slightly in intensity.

The depression is situated to the north-east of Japan.

Local forecast—North-east winds; moderate; fine.

The Dollar.

Yesterday's closing rate of the dollar on demand was 1/35%.

FACTORY FIRE.

Fatal Fire Cracker Explosion Recalled.

MANAGER SUMMONED.

The explosion at a cracker factory at 604, Reclamation Street, in which a Chinese girl, six years of age, lost her life, was recalled before Mr. H. R. Butters at the Kowloon Magistracy yesterday.

Chan Lan-fong, manager of the Wong Man Loong Cracker Factory was summoned as follows:

"On September 26, at Kowloon, he did cause to be manufactured fire crackers in a place other than a factory established in a manner specified in a licence under Ordinance 14 of 1901."

The foreman, Wong Yat, was similarly summoned.

Two women appeared on re-

mand from last week on charges

of having manufactured firecrackers at 604, Reclamation Street

without a permit. Mr. M. K. Lo

appeared for all defendant

parties.

His Worship remanded the case

against the women formally for a

week, and adjourned the sum-

mons also for a week.

It is understood that a Coron-

er's enquiry into the circumstances

of the death of the girl will be

held in due course.

HIGH TREASON.

Officers to Be Confined in Fortress.

GERMAN SCANDAL.

Leipzig, Yesterday. Scheringer, Ludin, and Wendt

were sentenced to-day to 18

months' detention each in a

fortress for jointly preparing a

formula has now been found to

overcome the difficulty.

King Boris is 36 and Princess

Giovanna will be 28 next month.

King Boris came to the Throne in 1918, on the abdication of his father, King Ferdinand.—Reuter.

Rome, Yesterday. Rumours of the impending en-

gagement of King Boris of Bul-

garia and Princess Giovanna of

Italy have long been current, and

it has been an open secret that

the question of the consent of the

Popes to the union has been the

stumbling block, owing to the fact

that King Boris is a member of

the Greek Orthodox Church. A

formula has now been found to